

# ROLLING

AUSTRALIA #198

September/October 2011









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# ROLLING AUSTRALIA

September/October 2011, Issue No. 198

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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## DEADLINE FOR SUBMISSIONS

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

## EDITOR

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



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**Next edition: special cover plus more stories, photos and colour centrefold dedicated to the Eastern Creek "Return of the Saint" event.**

**Email your stories and photos to your club's magazine rep for inclusion!**

**ON THE FRONT COVER:** John Johnson's magnificent yellow T5-R. Photo submitted by Mark Richardson. Cover layout and photo re-touching by John Ware.

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

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**VOLVO CLUB OF VICTORIA INC.**  
PO Box 3011, Moorabbin East, VIC 3189  
**WWW.VOLVOVIC.ORG.AU**

## PRESIDENT

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

## VICE PRESIDENT

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

## TREASURER

Adrian Beavis 0402-203-437 (AH)

## SECRETARY

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

## MEMBERSHIP SECRETARY

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

## WEB MASTER

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

## GENERAL COMMITTEE MEMBERS

Len Ward 03-9707-4415

Allan Abbott 0419-379-371  
abbott@cyberspace.net.au

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

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

miceton@primus.com.au

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

Dion Nowatzky

## PUBLIC OFFICER

John Johnson 0414-385-962

## SAFETY OFFICERS

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

## LIFE MEMBERS

Lance Phillips, Peter Spencer,  
Gordon Scrambler, John Johnson

## HONORARY MEMBERS

Robert & Shirley Kaub

## REGISTER CAPTAINS

### 1800-SERIES

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

### PV444/544 & 120-SERIES

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

### 142/144/145/164

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

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

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

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

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

### 700/900 & S90/V90

Rod Patton 03-5952-5927 (AH)

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

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

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

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

## MOTORSPORTS

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



# Volvo Club of Victoria Events Calendar

For the latest 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 Gamberwell 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 2012.

**SEPTEMBER 7th (Wednesday)**  
8:00PM Night Meeting (venue Saxby Rd. Pavilion). 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 Icton 0434 897 144 or email [miceton@iprimus.com.au](mailto:miceton@iprimus.com.au) ASAP to book your spot. We're expecting a good turn-out of cars and the SAAB club has been invited to join us.

**SEPTEMBER 25th - Bay to Birdwood Classic, Adelaide Hills** Open to cars 25+ years old. Note registrations are limited, and you're unlikely to reserve a place at this time if you have not already registered. A number of cars are going over from Victoria. If you're interested in tagging along, contact Lance Phillips and we'll see if you can be accommodated.

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

**OCTOBER 16th (Sunday)**  
9:00AM Swap Day at Classic Volvo Service/Amazon Spares. Bring a boot-full of spares to swap and trade, or just come along to browse

the parts and display of classic cars. Free BBQ, tea and coffee. 17-21 George Street, Blackburn. Contact John Fleming - 9877-7754.

**OCTOBER 21-23 - Motorclassica**  
"Picnic with the Classics" - Contact Lance Phillips ASAP if you would like to display your car in the "picnic" area outside the Royal Exhibition building. The club can have 10 cars on display each day with the focus on Saturday and Sunday.

**OCTOBER 23rd (Sunday)**  
"Mucklefest" at Muckleford Station. Vintage cars, machinery, steam trains entertainment & vintage tractor pull. Entry \$5 per adult. See [www.vgr.com.au](http://www.vgr.com.au) for info and event flyer.

**NOVEMBER 2nd (Wednesday)**  
8:00PM Night Meeting (venue Saxby Rd. Pavilion). Guest Speaker: [www.volvovic.org.au](http://www.volvovic.org.au)

**NOVEMBER 27th (Sunday)**  
Annual Christmas Lunch and display day awards presentation. Save the

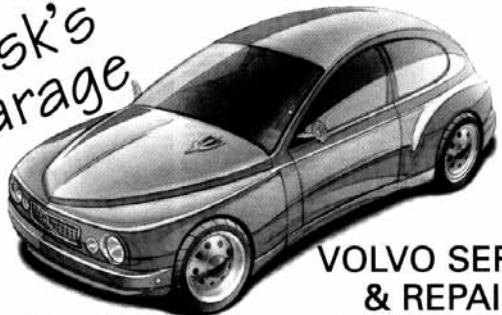

date! Same format as previous years - 12:30 lunch at the Waverley RSL, then move into the member lounge for awards and door prizes. Watch the web site and next magazine for full details. RSVP to Lance.

**DECEMBER 7th (Wednesday)**  
7:00PM Night Meeting and BBQ at VOLDAT, 46 Roberna St., Moorabbin. As per our usual tradition the December night meeting will be held at Voldat Automotive with a free BBQ for all club members. Come along and enjoy the fun!

**DECEMBER 17th (Saturday)**  
9:00AM-1:00PM Club Safety Check Day at VOLDAT, 46 Roberna St., Moorabbin. Have your car checked over for any safety defects to be ready for the summer holidays. First come, first served, so best to arrive early to get your name on the list to avoid disappointment!

**NO night meeting in JANUARY**  
Happy New Year!

Magazine printed by club member Rick Robey @ Fairkote:



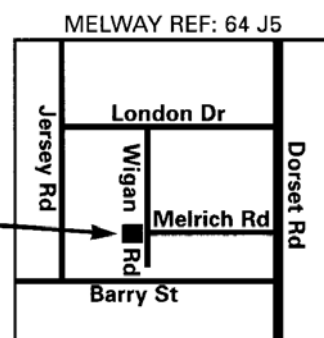
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# President's Prattle

LANCE PHILLIPS

p: 03-9707-2724

e: lancephil@bigpond.com

The AGM has been and gone for another year. I thank the outgoing Committee for their contributions over the last year that kept the Club ticking along nicely and membership still rising.

I welcome the new Committee with the addition of two new faces Len Ward and Allan Abbott and look forward to another successful year.

Robert Barber of Altitude Volvo and John Reinehr entertained us at the June Night Meeting with their exploits as part of the team of XC90s that travelled from China to the base camp of the Himalayas. It was a very good night for those who missed it. We hope to have an article in a later issue.

At the July meeting Craig Williams of Lumley Insurance spoke on what they as a company can offer the members on car insurance. All companies have different rates and options so it pays to check when your renewal is due as it may save you money.

After the AGM Lyle Maurer of SMG brought out some of his collection of Volvo merchandise collected over many years and gave the members an opportunity to purchase a bargain. I think sales went fairly well as members swarmed around the table looking for that interesting object or needed part.

Thanks to Lyle for coming along.

On the events calendar the Heritage Day and trip to Maffra went well. I am looking forward to going to Eastern Creek to see Irv Gordon again as it has been a number of years since he was out here. His 1800S is still heading toward 3 million miles which is a massive achievement.

We then have the Bay to Birdwood in September and Motor Classica in October. There is also a Dyno Day coming up and Club runs. A bit later in the year we will a technical session with a Car Products Company as our guest along with a practical demonstration of their products.

There is also our Christmas function. We are open to suggestions on what to do or where to go.

We will endeavour to plan our Club runs well in advance so people can plan their weekends as well so they can attend.

If you know anyone who may make a good guest speaker then give a committee member a ring.

I look forward to the next year and catching up at an event or meeting.

Regards,  
Lance Phillips

## 242GT and 262C Register

I hope GT enthusiasts enjoyed the article on David Caligari's Lexus V8 conversion. I am sure it may have given people some ideas. Although the purist may say it detracts from



the originality, that is a personal thing. Volvo themselves have put a Yamaha V8 into the S80 and XC90 models so it is not really out of left field.

Due to other projects like a very nice 164 Andrew had to let his 242GT turbo project loose on EBay. The lucky buyer got a bargain which may have been premature as I believe it may reside in Tasmania in the near future under a new owner. Time will tell when we see it back on the road.

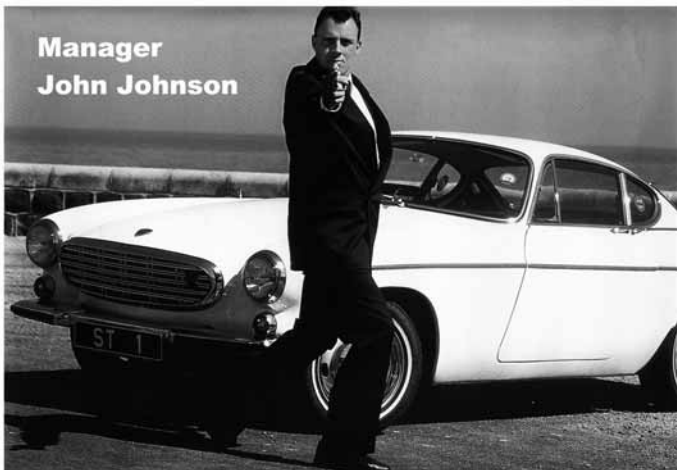
Craig, the co-GT Register Captain in Adelaide has accumulated enough GTs recently so that he does not have to mow his back yard!! The plan is to repair, part-restore and sell off to new owners.

I can't speak too loud as one arrived today at my place on the back of a truck. The clean-up begins tomorrow to wash off 6 years of accumulated dust as it has been sitting unloved for that long. It did start but it has a fuel problem which needs attention so will be first on the agenda. More details next issue.

Heino and David took their GTs for a run to Maffra recently. I went as  
*(continued on page 5)*



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# The Editor's Desk:

## Summer Holidays

GREG SIEVERT

p: 03-9397-5976

e: greg.sievert@gmail.com

As Lance reported, we had our AGM in August and I'm still your editor! Yippee!? I missed the meeting (OS trip), but I'm looking forward to another year of compiling all the info I receive from contributors from all the clubs in Australia. Every year I promise to update the magazine format, but it's difficult to find time, and many of the reports and contributions I receive are provided as completed PDF files which means I have no input on the layout. Of course that makes it easy for me as I just plop the PDF pages into the magazine and there's no fuss. As long as everyone is happy with the status quo, you know what to expect for the next year. I want to again thank John Ware for his great work on the cover (and that beautiful colour centrefold in the last edition!) George Minassian (1800 club) and Julie Williams (NSW club) are also doing a superb job on their respective sections in the magazine, and Craig Rasmussen (SA club) and Helen Hunt & Brad Wightman (QLD club) have been providing excellent stories and photos of their events. Thank you also to the regular column contributors for your often funny and quirky stories about Volvos and cars in general. I assume everyone gets as much of a laugh as I do when I read this stuff. We even have some good tech tip contributions that DIY club members can use when repairing their cars. Keep it all coming, and if anyone has suggestions for improvements, please let me know.

This magazine should have some good coverage of the Eastern Creek "Return of the Saint" event hosted by the NSW club (it'll be hot off the press as I haven't received the reports as yet). Watch for a feature colour cover and centrefold spread in the November/December edition. Gerry Lister has posted some photos in the gallery of his web site - check it out here: [http://www.volvodownunder.com.au/P1800\\_50thAnniversary/photoGallery.html](http://www.volvodownunder.com.au/P1800_50thAnniversary/photoGallery.html). The legendary Irv Gordon was in attendance, albeit without his world record P1800. Maybe some day we'll get the car in Australia, Irv! Unfortunately I wasn't able to attend the event as we were in the USA on holidays for 5 weeks and didn't fly back until the Friday night of the event weekend. I can't imagine getting in the car and driving up to Sydney on jet lag. It was somewhat of a shock getting back to Australia as temperatures in the US were HOT. In

Illinois, most days were around 38C/100F, and it wasn't much cooler in Georgia where we spent most of our days (visiting my parents). Fortunately Dad has a small window air conditioner in his garage, so we didn't get too hot working on his 1800ES. He's been trying to get it put back together (after a full re-spray) so he can drive it out to the October Volvo Sports America west coast national meet in California, but time is running out. Unfortunately we discovered that the fuel tank had issues (corrosion and loose pick-up tube) so he's waiting on a new tank. I guess it's better than getting halfway across the country and finding the problem then, but Dad will be pretty disappointed if he can't take the ES. His back-up car (1800E) has a proven track record, so driving that shouldn't present any issues.



**VIC member Walter Gowans with Irv Gordon, flanking Walter's beautiful 1800E at Eastern Creek. (Photo: Gerard Gowans)**

Wayne and I were asked to write an article about the electric Volvo project for "ReNew" magazine, which deals with sustainable living ("Technology for a sustainable future" is their tag line). That should be published in their 4th quarter edition if all goes as planned, so it will be more exposure for the car. I'll see if we can get permission to put a PDF version of the story up on our club web site, or if you're interested you can always buy a copy of ReNew at your newsagent. Published by the Alternative Technology Association (ATA) in Melbourne, the magazine is interesting as it covers a wide variety of topics related to gardening, home electronics, energy systems, recycling and re-use - much of which is DIY and great for the tinkerers among us.

It seems like spring is just around the corner, so now's the time to dust off your



classic car and start thinking about what events to take it to. The Bay to Birdwood in Adelaide should be great fun - let's hope the weather holds out.

Volvo has recently received high praise from owners in both Germany and Australia. Volvo took top spot in the 2011 J. D. Power Customer Satisfaction Survey in Germany, pipping

Mercedes. In Australia, the 2011 Roy Morgan research survey of European brand customer satisfaction put Volvo in top spot with 94% (tied with Renault). Well done to our favourite brand - keep up the good work. Now, if we could only get Volvo Cars Australia to give club members a big discount on some new Volvos, we might put our classic cars back in the garage and go modern. Volvo Cars North America offers Volvo Club members new Volvos at the "A-plan" (employee discount) price. How great would that be? I still have my eyes on a C30T5, but hard to justify at the price.

I'd love to drive a new V60 diesel plug-in hybrid, if it ever comes to AUS. That's one to watch, but I can't imagine it being under \$100k. Ouch! Maybe we'll be pleasantly surprised? I may have to "settle" for a Holden Volt electric/hybrid when it arrives in AUS - at least I should be able to get a discount on that, especially if petrol prices plummet and global warming goes up in smoke. Time will tell... There has also been some recent news that Volvo is investigating several different hybrid concepts in the C30, and it was just announced that "start-stop" technology will be available in some of the automatic transmission diesel variants for the first time (not confirmed for Australia). They're definitely on a wave of rapid

improvements in fuel economy - good news for future Volvo drivers.

Finally, the ongoing renovations saga continues at the tennis club, so Lance has suggested that we finish out the year at Saxby Road Pavilion for the remaining night meetings. Unless you hear otherwise (via the web site, magazine... or if you're unsure contact a committee member) assume that we'll be at Saxby for the rest of the year.

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:

**Kieran Telford (P1800)**

**Janine & Kevin Cording (240)**

**Gamani & Malkanthi Goonetilleka**

**Steven Mills (\$70)**

**Graeme Thomson (1800E)**

**Greg Woodhead (1800E)**

**Daniel & Marie Tenaglia (P1800)**

As of August 2011, the club has 195 members, with 23 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 linked to the Volvo Club of Victoria, 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.** The FAQ are also on Pg. 14 of this magazine.

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 28 August 2011: \$7,058.64. All details of the club's 2010/11 finances have been provided to our accountant and the results of the year-end financial report will be printed in the magazine as soon as they become available. In the interim, if anyone has questions about the club's finances, 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)



## Classic Volvo Service Swap Day 16th October

Hi Greg,

Confirmation the annual Swap Day is again on at Blackburn on 16th October, starting at 9 AM. All welcome, bring boot-load of parts to sell, swap. Lots of items here for sale etc. BBQ lunch and tea and coffee provided. No entry fee...just turn up and enjoy!

Attached another scoop spy photo for the mag....young Nicholas Perkins has managed to prise a



rare 1961 B-16 122 from someone (WHO? ME?) and about to start the resto. This car would be one of the handful Regent Motors had delivered as all black, but had them sprayed in Melbourne two-tone like the factory used to do in the late 1950's. At least 4 two-tone B-16's were done this way. I think this one will now bring the Perkins family up to FIVE 122's!!!  
*Cheers, John Fleming*

## Mystery Car

This "Mystery Car" photo was submitted by Kevin Greenaway.



Can you identify the make and model?

## 242GT and 262C Register (continued from page 3)

a passenger this time but my GT will head to Eastern Creek shortly for a run to blow out the cob webs.

I am looking forward to having a 242GT/262C outing over the next few months or early in the new year for Victorian owners BUT interstate owners are welcome. Do we have any suggestions for a run or just a meet in a park or similar?

I look forward to any other articles that owners from all over Australia may have that we can use for the Magazine. These articles can be stories, photos on anything pertaining to your GTs or 262C so thinking caps on!

Regards,  
*Lance Phillips*

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

P.O. Box 218  
Torrensville Plaza, SA 5031

**PRESIDENT**

DAVID BENNETT

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

**VICE PRESIDENT**

CRAIG RASMUSSEN

0428-529-372

**TREASURER**

COLIN IRELAND

08-8248-5081

**SECRETARY**

HELEN JUDD

0400-246-305 or 08-8341-8908 (Day)

**MINUTE SECRETARY**

GRAHAM CADD

08-8387-5065

**CLUB CAPTAIN**

KEN BAYLY

08-8293-2784

**EVENTS COMMITTEE:**

Tricia Judd-Ireland 08-8248-5081

Joan & John Peace 08-8294-3183

Alexander Davis 0414-423-505

David 08-8556-5157

Chris (work) 08-8265-5388

**CORRESPONDENCE**

ALL CORRESPONDENCE TO:

Volvo Car Club of South Australia Inc

P.O. Box 218

Torrensville Plaza, SA 5031

**NOTE: All SA Club-related**

**Magazine Submissions**

to Craig Rasmussen

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

# Volvo Club of SA Pages

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

## SA Memberships Due

**SA Club Members who are unfinancial: NOTE** this will be your last magazine. Payment must be made by the end of September this year or make contact with the Secretary.

## New Members Welcome

Georgina Rogers with her lovely red 1800

## Cavalcade of Cars

The small town of Moonta in SA is best known for its copper mining history. So much so that it's nicknamed "Australia's Little Cornwall". To celebrate this Cornish heritage the region bi-annually hosts the world's largest Cornish Festival, or *Kernerwek Lowender*.

Amongst all the people, pasties and parades is the Cavalcade of Cars, which is held on the Sunday. The event incorporates a lazy 36km parade loop through the towns of Wallaroo, Moonta and back to Kadina oval. Hundreds of spectators line the route to watch.

This year's Cavalcade attracted well over 400 cars from all corners of the automotive spectrum. Volvos were represented by my 1971 142S and Ken Bayly's immaculate '67 122S. Like most participants, we made the 160km journey up from Adelaide.

Apart from the fun of a taking part in a 'parade' type event, it was the sheer variety of vehicles that provided some of the most interesting motoring experiences.

On the 14km 'transport' stage between Moonta and Kadina we found ourselves in a long Indian file of cars, all with varying levels of open road ability.

Along this stage it became obvious that

a slower car was heading the front of the queue, and I watched a variety of different cars move out and take their turn to pass.

Then, in the world's most bizarre motoring

moment, a small, blue Lightburn Zeta flipped on the indicator and made the commitment for a full-noise pass on the open highway.

In what seemed like an eternity the plucky little Zeta made its way around the 1920's Dodge truck, like a glacier overtaking a fjord. And then, at the earliest possible moment, ducked back into the safety of the left lane.

Surely it's sight I'll never see again. I managed to speak to the owner later and he was totally un-







flustered by the event. It takes a certain type of person to own a Zeta.



Unlike many of my fellow Volvo Club members, our car doesn't get a lot of country miles. It's actually the first country trip we've taken it on in the 3 years we've owned it.

I'd actually forgotten what it was like to drive an older car out on the open road. Older cars 'talk' to you with sounds and feelings. Every extra



## Volvo Car Club of SA 2011 Events

### September

9

#### Club Meeting

7.30pm – Glandore Community Centre

24

#### Dinner with Interstate Visitors

6.00pm – Lakes Resort Hotel - 141 Brebner Drive, West Lakes

For further details and bookings please contact Ken on (08) 293 2784

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

28-30

#### Clare Valley

Lets all get together at the Clare Caravan Park, Main North Road Clare, South Australia

Please make your own bookings to suit your individual needs by calling 08 8842 2724

Friday 7.30pm (approx) club supplied BBQ on site, please bring a salad or sweet to share.

Saturday enjoy some tasting and the local attractions.

Saturday evening enjoy an evening meal at the local hotel.

Please contact Tricia (0427 976 915) if you are attending so that meat for the BBQ and dinner bookings can be arranged.

### 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.



10mph brought a new set of noises and vibrations that you really don't get with today's homogenised, hermetically sealed cars.

But despite being a bit chatty, our little Volvo quite happily sat on the posted 110kph all the way up and back, and all on a single tank of premium.

Now that our car is a little more sorted we look forward to doing more regular events with the club, the next being the Bay to Birdwood Classic in September. Just look out for the white 142S with the many bowling hats on the parcel shelf.

Mark Standen

## Historic Registration and Tech Day at Povey Motors – June 26th

A combination of a technical day, historic vehicle inspections and fine weather led to a pleasing turnout of

members and their cars at Povey Motors. Chris and Dave had both of the workshop hoists in action during the morning, allowing the owners and other interested parties to have good look around at the underside of their vehicles, whilst Ken and Craig attended to the historic vehicle inspections.

Thanks again to the Povey Motors team for opening up their workshop on a Sunday morning to allow the Club hold the vehicle inspections and BBQ lunch.

For the few members with cars on historics that didn't attend the inspection day or make other arrangements with the registrars - Please Note the Following: If your Log Book has **not** been stamped and updated, you cannot

legally drive your vehicle. If caught, you could be fined up to \$750 and be asked to pay full registration for your vehicle.

By the time you all read this article, this club will have submitted a

report to Transport SA as is required under the Historic Registration scheme.





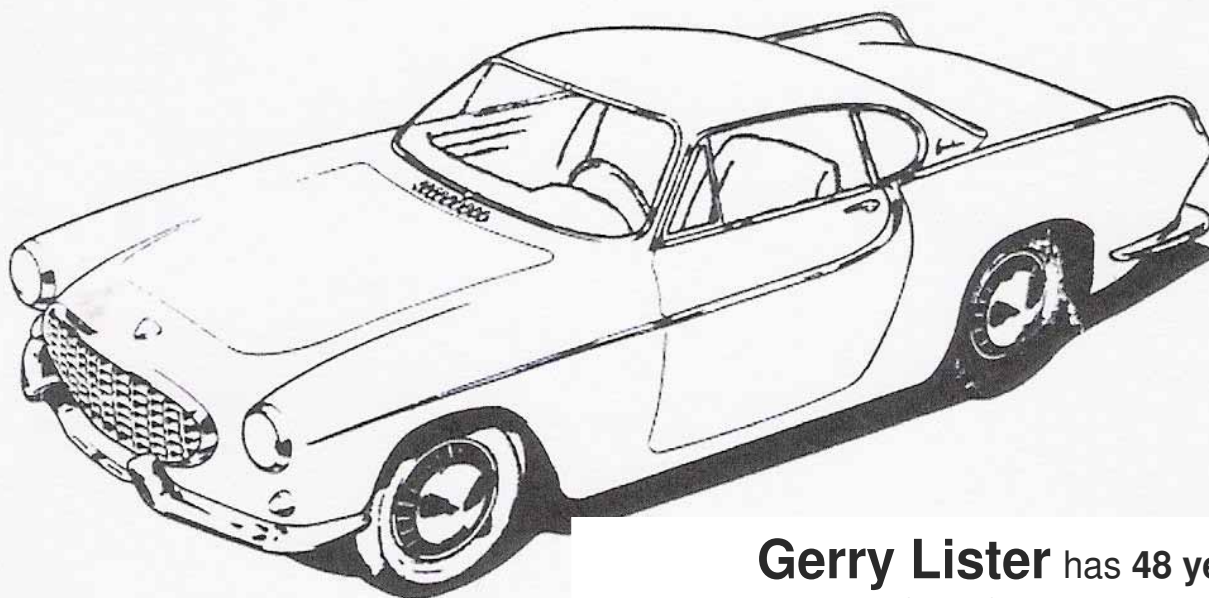
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# VIC Events Coverage

## Maffra Club Run 10th July

Sunday the 10th dawned cloudy and cool some may say cold but worse was to come.

6 cars lined up in Berwick with 12 members on board around 8.30 for the run down Gippsland to Maffra. Of no particular interest to the run

means least David Caligari's Lexus V8-powered manual 242GT.

Anyway, we headed off through Pakenham to Nar Nar Goon on the back road before joining the freeway at Nar Nar Goon. Our first stop was the



were happy to see us arrive. This year was a bit different as parking was at a premium with a grand display of all makes of cars but we were tucked into a nice spot.

As usual the older Volvos attracted more attention but no

adverse comments were heard.

The theme for inside the museum this time was the 70s with a good cross section of vehicles

including a rare and very nice Leyland P76 Force 7 Coupe – a car ahead of its time and all but destroyed except for a handful due to the demise of Leyland in Australia.

There was also a mustang 1800E on display with a W.A. number plate and Victorian rego label –

go figure.

Peter Collard in his 240 [car #7] arrived after lunch due to work commitments in the morning but in time for a chat before we all departed for a wet and windy drive home. I am pleased he was able to make it.

Other Volvos in the outside car park included a 240GLE and a V70R.

It was pleasing the weather held off until we were well on the way home.

Thanks to all who attended and to Len for my ride. Photos will be by Greg as I forgot my camera.

Lance Phillips

## VIC Club at Eastern Creek

Watch for full coverage and photos of the Victorian perspective of the Eastern Creek "Return of the Saint" event in the next edition of Rolling Australia. Suffice to say it sounds like everyone had a GREAT time and for those of us who missed it, we definitely missed out. :( Ed.



the cars had 6 different engine configurations ranging from B20A automatic of Len Ward's 144, B20F injected manual of Greg & Wayne's ES, B23E in the manual 242GT of Dion, Heino, Chris and Thorben, Peter Digby's auto 5 cylinder S70, Allan & Meredith Abbott in the auto 6 cylinder S90 and last but by no

bakery at Rosedale for coffee and cake, sausage rolls etc.

We rolled into Maffra a bit after 11.30 after being buffeted by strong winds most of the way but at least it was fine with glimpses of sun [for the time being].

It was 2 years since our last visit with limited cars on display so they



# The Bertone/Chev Project

by Kevin Holden

My first V8 Volvo started in 1984 or 5. I wanted more power in my Volvo. A hi-tech/turbo appealed but back then it would have been expensive and complicated, for me anyway. The early Brock Commodores seemed like a good thing, similar size, weight etc. to the 240.

That decided me, first I thought of using a 308 Holden then realised a Chev small block would fit just as easily. The 240 had bigger engine bay than the Commodore as a bonus.



**Beautifully-polished Edelbrock inlet manifold!**

Bang for your buck using the Chev couldn't be beaten in my opinion.

So the 240 got a mildly-improved 350, and was great. TH350 auto, stock rear end and 7- and 8-inch steel wheels, later changed to Bathurst Globes 14 x 7. It was very civilized, a great highway cruiser. Of course I had to have a go at the

drags. The best time I ran was 14.01 @ 99. something mph. I did crack the 100 mph barrier @100.1 but a slower time. A Brock Commodore was good for 15.4 at the time. Also quicker than a GT Falcon. Not bad for a car that Ann used for going to work.

Incidentally, the local Ford/Holden lads never gave me a hard time regarding the Volvo; in fact it was well accepted in Mildura (where I lived at the time). It was a real sleeper and quicker than most of them too.

1996, I fancied a Bertone with the same running gear and bought a roughie. It became a long term light-weight Volvo powered project. 2010 – I bought a good one, supposedly low mileage but a bit slow. I had the cure for that wrapped in plastic at the back of the shed, so we are now up to date.

The 350 had been rebuilt, it got a little tired after some nitrous oxide injections. A sure way to put a smile on your face, but I digress. A few more improvements to the engine and a Getrag 5 speed gearbox from a 5-litre Commodore. Fitting this was a little fiddly as late models have the starter on the other side. New 2-piece tail-shaft to suit made. I used

a single-piece shaft last time but it did occasionally hit the side of the trans tunnel.

A list of goodies is probably the easiest way to explain what's been done.

- Edelbrock Performer manifold
- 650 DP Holley spread bore, Ann never did get open the secondaries. Zoom zoom.
- Edelbrock hi-flow water pump
- MSD distributor
- MSD 6A ignition module
- Rocker arm studs
- Guide plates
- Schmick pushrods
- Posilocks
- 1.6 ratio Comp. Cams roller rockers (stock ratio 1.5)
- Lightened flywheel (the stock late model Commodore weighed heaps)
- and some fancy ARP bolts

Most of this stuff is in place. I'm currently making brackets so I can use Volvo ancillary equipment. Very time consuming, probably could have used Chev stuff but thought the Volvo



**Santa has arrived! Plenty of goodies...**

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gear look better.

This is no hot rod - I like to think of it as a Volvo muscle car. I like that concept, the Ford and Holden fans may scoff, shudder and laugh but I belong to the 'dare to be different' league.

Bloody Volvo drivers.

Cheers,

Kevin Holden

email: kevin.ann.holden@gmail.com



**Modified transmission crossmember**

[Kevin - we look forward to seeing this beast on the road some day... maybe the 2012 display day? If not, then National Rally 2013! Ed.]

The V8 fits with plenty of room to spare in the 240's cavernous engine bay; Engine being assembled (below)



Front crossmember with modified engine mounts for V8

## ANNIVERSARY CAPS

In recognition of the 1800's 50th Birthday we have made a special limited run of caps. Two colours available: Black cap with Gold badge and trim, Dark blue cap with tan suede peak with real look embroider badge. Both caps feature embroidered badge of the original 1800 on front with

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# VEHICLE PROFILE *by Robert Bakker*

**VEHICLE :** 1800ES (1968)  
**OWNER :** GREG SIEVERT  
(Melbourne, VIC)  
**REGO:** CH 930  
**CHASSIS:** 1836353 006542  
**TYPE:** 1836353  
**COLOUR :** 107 (SUN YELLOW)  
**UPHOLSTERY:** 450-878 (BLACK LEATHER)



Greg has owned this special 1800 since he was a young bloke in 1990. For those of you who are adept at the nuances of Volvo numbers, you will realize that this car is not to Oz spec - in fact it is LHD. Greg bought the car in Texas (USA that is), and found it for sale in Hemmings Motor News. (Now you would say you saw it on your iPhone App). Greg was working on his Master's in Engineering at the time.



He has rebuilt the top end of the engine. I was going to ask him if he converted the head to "unleaded" at the time, but then realized it was built that way! He has also upgraded the A/C to run on R134a gas. There is also an *ipd* cam and sway bars. Greg has blacked out the trim and lowered the car also, for a different look. The seats are from a Corvette (!)

The rims are accessory 940 rims (usually, but in the top photo it had black *ipd* Pegasus replica wheels for the VIC display day).

Other than these things, and some different dash gauges, the car is mostly original (including paint). Greg has no immediate plans for the car, though may be fitting a quieter exhaust after Armidale. (I saw those grey hairs, Greg).

Greg's family in the States are also Volvo fans, Sievert Snr owning several 1800s, and many other Volvos since the 70's. Greg came to Australia in '99, and brought his ES to Oz in 2005 - that must have been some welcome!

**Please keep up your awesome work as our magazine editor, and continue to enjoy your ES for as long as you can, Greg.**



# Victorian Logbook Club Permit Scheme

*Frequently Asked Questions, from [www.aomc.asn.au](http://www.aomc.asn.au)*

*The following questions and answers have been prepared by the AOMC Executive from issues and questions raised in general forum with Victoria Police and VicRoads over a long period.*

The Title of “**Victorian Logbook Club Permit Scheme**” refers to a series of changes introduced by VicRoads to take effect on 1 February 2011. The regulations: Road Safety (Vehicles) Amendment (Club Permit) Regulations 2010 under which the Scheme operates, may be downloaded here in text form. Refer also to the instructions provided with your logbook.

The Victorian Logbook Club Permit Scheme is administered by VicRoads under the VicRoads Business Rules. Victoria Police ensures compliance with the scheme.

Some issues of the Scheme may not be specifically addressed in the Regulations and VicRoads Business Rules and so may be open to the subjective interpretation and consequently fall within a “grey area”.

As a consequence, where the interpretation is unclear, the AOMC recommends that the permit holder take a conservative position !!

Given the significant benefits and modest fees, users of the scheme must consider it a privilege rather than a right. Abuse of the scheme could result in far reaching implications to the individual, their club and the Permit Scheme in general, such as:

- Fines for driving an unregistered vehicle
- Loss of your individual Club Permit
- Loss of your club's authority to operate the Club Permit Scheme
- Cancellation of the Club Permit Scheme for all enthusiasts.

The introduction of the logbook scheme also places conditions on Clubs and individual club members to ensure the intent of the scheme. To this end, Authorised Clubs have been required to enter into an agreement with VicRoads. In

general, the Logbook Club Permit Scheme applies to vehicles 25 years and older with a rolling 25 year cutoff.

In summary, the Logbook CPS requires that:

- The holder is a financial member of a club,
- The vehicle is safe and roadworthy,
- The vehicle is not used for commercial purposes
- A logbook entry is made if the vehicle moves more than 100 metres from the vehicle's garage address.

Note a “day” in a logbook entry is from 12 midnight to 12 midnight.

**Q1.** May I use my Club Permit Vehicle for a family wedding?

A. Yes, the logbook requires an entry. Note that a CPS vehicle cannot be used for hire or reward hence a regular business in wedding transport is not permitted.

**Q2.** Can I tow a trailer with a Club Permit Vehicle?

A1 Passenger car or derivative (see also Q.33): Yes, subject to normal rules for the registration and towing of trailers eg. weight, coupling, lighting, speed limits etc. If a towed trailer obscures the number plate of the towing vehicle there is a requirement that the registration number of the towing vehicle is displayed by painting or otherwise on the rear of the towed vehicle.

Trailer owners are also able to order a “Trailer Exempt” plate from

## ***New at VP Tuning, products from Volvogue NL***

Reflective bumper striping kits: Available for 1, 2, 7 and 9 series. The kit for the 2-series comes in 2 varieties: stripes (pre-1981 alloy bumper) and honeycomb print (1981-onwards plastic bumper cover).



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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.

All enquiries, contact:  
VP Tuning  
Mark Richardson  
0403-814-545  
email: [mark@vptuning.com.au](mailto:mark@vptuning.com.au)





VicRoads. (Revised 1.2.11)

A2 Commercial vehicle (truck) , see Q3 below:

**Q3.** Can a (semi) trailer be placed on the CPS?

A. Yes. A heavy trailer (semi trailer, dog trailer etc) can be listed as a CPS vehicle in its own right providing it meets the 25 year rule and roadworthy requirements. (Revised 1.2.11)

**Q4.** Can a learner driver operate a Club Permit Vehicle?

A. Yes, subject to the normal rules for learner drivers.

**Q5.** Why have I not received a renewal notice for my Club Permit vehicle?

A. It is the permit holder's responsibility to ensure a permit is renewed. The Club Permit Scheme is stored on a separate computer system to the general VicRoads data files and hence if you should change your address for a fully registered vehicle, or a Driver's Licence, then a separate advice is still required for a Club Permit vehicle.

**Q6.** Can a modified vehicle be used under the Club Permit scheme?

A. Yes, provided the vehicle is in a safe condition. In some cases an Engineer's Certificate might be required. Note that the CPS must not be considered a method of driving an unsafe or unroadworthy vehicle.

**Q7.** Under what conditions may I test my Club Permit Vehicle?

A. It is the owner/driver's responsibility to maintain the vehicle in a safe condition. A logbook

entry is required for any testing or "exercising" of the vehicle, where the vehicle is operated more than 100m from the listed garaged address. (Revised 1.2.2011)

**Q8.** May my mechanic (repair garage) test drive my vehicle?

A. Yes. A logbook entry by the driver will be required for any testing of the vehicle. See also Q7.

**Q9.** May I drive my Club Permit Vehicle interstate.

A. Yes. But note that at this stage Western Australia may still require a separate WA permit for travel in that state ? (The status of new Logbook CPS in WA is yet to be clarified)

**Q10.** Our club has a display day at a Swap Meet. May I carry a load of spare parts in my Club Permit Vehicle to sell at the Swap Meet?

A. No. Club Permit Vehicles must not be used for carrying goods for hire or for personal or business gain.

**Q11.** My CH number plate has been damaged. How can I replace it?

A. Duplicate number plates can be ordered either by contacting VicRoads Telephone Information Service on 131171 or by presenting the damaged plate, and evidence of identity at a VicRoads' Customer Service Centre. A fee will apply for the replacement plate(s). (Revised 1.2.11)

**Q12.** Can I have two garage addresses listed for my CH plated vehicle?

A. Legislation and VicRoads rules stipulate only one address however you may have the vehicle

garage address different from your residential address (and for service of notices).

**Q13.** I want to put my bike rack on my CH vehicle, can I get another small bike plate for the rack?

A. Bike rack number plates are available for club permit vehicles.

**Q14.** Can a Club get a list of owners of CH vehicles in their club from VicRoads?

A. A statement has recently been added to club permit applications and renewals, authorising VicRoads to provide information to the clubs about vehicles linked to their clubs through the club permit scheme. (However, VicRoads will not be in a position to provide that information to the clubs until all permit holders have signed the authorisation over the next 12 months.) (Revised 1.2.2011)

**Q15.** What are the limits to modifications permitted to CH vehicles?

A. Vehicle Standards Information publication (VSI 8), available from the VicRoads book shop, provides guidance. Heavily modified vehicles may need an Engineer's Certificate.

**Q16.** Can I sell my vehicle with CH plate and can the CH plate be transferred to the new owner?

A. Yes provided the new owner is a member of the same club and the plates will be re-issued for the same vehicle. The vehicle will need to be re-permitted to the new owner by submitting a new application, safety inspection or Certificate of Roadworthiness and the appropriate



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| • Detailing          | • Conditions Apply    |



fees. (Revised 1.2.2011)

**Q17.** Does the driver of the CH plated vehicle need to be the permit holder?

A. No.

**Q18.** Can L plate or P plate drivers operate a RHD CH plated vehicle?

A. Yes, but note that the vehicle insurers may impose restrictions on drivers of vehicles less than 30 years old.

**Q19.** Can L plate or P plate drivers operate a LHD CH plated vehicle?

A. No. Only a fully licenced driver may drive a LHD CH Plated vehicle. (All LHD vehicles may only be driven by only a fully licenced driver).

(Revised 1.2.2011)

**Q20.** I belong to two clubs authorised to operate the Club Permit Scheme. My CH plated vehicle is recorded by one club. Can I have another 90 day Logbook issued through my other club?

A. No, only one Logbook per vehicle! A member of more than one club may have various vehicles listed with certain clubs but dual listing of a vehicle is not permitted.

**Q21.** Our club is authorised to operate the Club Permit Scheme. We have original vehicles over 25 years old on the scheme. We also have members with replicas of these vehicles that were made only 5 years ago. Can these replicas operate under the CPS?

A. Yes, provided the replica is of a vehicle originally manufactured at least 25 years ago.

**Q22.** Can I park my CH plated vehicle in the street on any day when it is not used?

A. Yes, but this would require an entry in the logbook. You may temporarily "shuffle" CPS vehicles in and out of your property up to a distance of 100m without need for a Logbook entry. Note that if you were to leave your vehicle parked in the street more than 100m from its garaged address for a number of days then this would require a logbook entry for each day! (Revised 1.2.11)

**Q23.** I purchased my vehicle unregistered and in pieces. What paperwork is needed to put my vehicle on the Club Permit Scheme?

A. Firstly, refer to the Club Permit Scheme handbook for the general requirements of the CPS.

You must have:

- the CPS Application Form

completed and endorsed by the duly authorised officer of your club confirming that you are a current member.

- personal ID and evidence and that you own the vehicle.
- a current Roadworthiness Certificate or Club Statement of Safety.

You should also have:

- proof that the vehicle was previously registered or club permitted in Victoria eg. registration certificate or CP. If the vehicle has not been registered or permitted in Australia, and the vehicle was imported after 1989, then Import Approval and Customs Import documents identifying the vehicle need to be produced.

If you cannot supply the previous registration details but are certain that the vehicle was registered in Australia then it is recommended you provide a formal Statutory Declaration attesting to the information (including registration, engine and chassis numbers where possible). The results of an Engine Number search of the AOMC Engine Number Records for Victoria might be useful.

Generally, as with other VicRoads permits, there should be no need to present the vehicle for inspection at the time of applying for the Club Permit but in the event of dispute you should be able to have the vehicle available for either a VicRoads or VASS inspection. (Revised 1.2.11)

**Q24.** I have a bus on the CPS. May I use it to carry passengers?

A. Commercial vehicles (including trucks & buses) are not permitted to carry goods for hire or reward. It is permissible to carry club member vehicles to events free of charge. Note that if a bus (including a CPS vehicle) carries 12 or more passengers plus driver it comes under Bus Regulations which require annual inspections by authorised inspectors. The owner of the vehicle may also have insurance responsibilities as part of "The Duty of Care"

It should also be noted that some heavy vehicles are subject to heavy vehicle fatigue laws, regardless of whether they are carrying a load or passengers for hire or reward. The operator of a heavy vehicle that is defined as "fatigue regulated heavy

vehicle" is required to complete a "work diary" as well as the club permit log book when the vehicle is in use.

(1) A heavy vehicle is a fatigue regulated heavy vehicle if it is any of the following—

- (a) a motor vehicle with a GVM of more than 12 tonnes; or
- (b) a combination with a GVM of more than 12 tonnes; or
- (c) a bus.

(2) However, a heavy vehicle is not a fatigue regulated heavy vehicle if it is any of the following—

- (a) a tram; or
- (b) a motor vehicle that—
  - (i) is built, or has been modified, primarily to operate as a machine or implement off-road, on a road-related area, or on an area of road that is under construction; and
  - (ii) is not capable of carrying goods or passengers by road; or
- (c) a motor home.. (Revised 1.2.2011)

**Q25.** I attend various car shows and displays on behalf of my employer. My vehicle is on the CPS and is displayed with advertising at the Trade Stall of my employer. Is this permitted?

A. The "no commercial use" requirement refers to carrying loads or passengers for commercial gain. VicRoads policy does not prohibit vehicles being painted and operated, or used as static advertisement, to promote a business. (Revised 1.2.2011)

**Q26.** I have purchased an unregistered 26 year old LHD vehicle from overseas. What paperwork is needed to put my vehicle on the Club Permit Scheme?

A. See answer 23 above. Also, if there is no evidence of the vehicle previously being registered in Australia, then you may be required to supply an Engineer's Report attesting that it meets the relevant Australian standards. The vehicle may need to be presented for inspection at VicRoads.

**Q27.** Our club has signed an agreement with VicRoads to operate under the scheme. It requires the club to advise VicRoads of unfinancial members. Does this mean all unfinancial members or only those with CPS vehicles?

A. Only those unfinancial members with CPS vehicles managed by your club.



**Q28.** Under our present Club constitution unfinancial members do not cease to be members until after 3 months from the end of the club's financial year. When must we advise VicRoads?

A. In the above mentioned example at the end of the financial year plus 3 months. However as some clubs may have differing rules in relation to membership, VicRoads needs to be notified when the club concerned considers the permit holder to no longer be a club member. (Revised 1.2.2011)

**Q29.** I used to operate a transport business. I have since retired and the company has been wound up. I have retained some of my early trucks which are still signwritten with my company name. Can I keep the signage on the vehicles if they are on the CPS?

A. Yes, see Answer 25 above. (Revised 1.2.2011)

**Q30.** Are annual roadworthiness inspections of CPS vehicles required?

A. No, VicRoads do not require annual roadworthy inspections. Clubs may carry out annual inspections as a condition of membership.

**Q31.** Who is to be responsible in our club for managing our club permit vehicles?

A. In the first instance, your club Committee is responsible. It is recommended that the committee appoint a "Registrar" or "Permit Officer" who shall be authorised to sign off new club permit applications and renewals confirming the applicant is a financial member of the club. He/she shall also keep records of those vehicles on the CPS in the club that can be audited, if so requested by VicRoads. The signature(s) of those club official(s) authorised to sign off on a club permit must be registered with VicRoads.

**Q32.** Why must our Club Permit Officer sight the Roadworthy Certificate (RWC) or club Attestation of Safety for a new application for a club permit?

A. This is intended to preclude the possibility of an applicant submitting a false Attestation of Safety to VicRoads (where a vehicle might not otherwise pass a RWC).

**Q33.** Must my trailer be fully registered when towed by a CPS vehicle?

A. Reference to a VicRoads leaflet

on trailers states:

The Road Safety Act requires most trailers to be registered to be allowed on public roads. Exceptions to this are: small trailers which are not boat trailers and are not used for commercial purposes, and which weigh less than 200 kg unloaded, are less than 3.0 m overall length (including any load) and are narrower than the towing vehicle. All trailers must have a number plate on the back. Trailers not registered with their own plate must use the number of the towing vehicle. (New 2.2.11)

**Q34.** Only a single number plate is normally issued for Veteran and Vintage vehicles; where should it be placed?

A. The location of a single CPS plate is not defined by VicRoads but the AOMC recommends that it be attached to the rear of the vehicle. This is consistent with the use of a Trade Plate.

**Q35.** I plan to purchase a vehicle (which is on full registration at present) and put it onto the CPS. Can I transfer the ownership from the

previous owner direct to the CPS and avoid paying Stamp Duty?

A. Yes. You can transfer direct to CPS without incurring Stamp Duty (CPS vehicles are not required to pay Stamp Duty) providing the vehicle meets the CPS requirements (age, new owner is a member of a Vicroads Authorised Club) and a Roadworthy Certificate, sighted by the Club registrar, (or Club approval letter) is submitted with the application. Note that the first owner should cancel the registration (and claim any credits) and the second owner will then place the unregistered vehicle on the CPS.

**Q36.** How should the logbook be filled in when I drive the CPS vehicle in the morning to an event and my partner drives it home later?

A. Only the first signature is needed for the day.

For full details of the regulations, refer to the VicRoads web site: [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au).

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# Brickbats & Bouquets:

## New Inventions

It would seem that car and tire manufacturers are burning the midnight oil devising new a freaky ways of doing things.

A little time back I had the misfortune to drive several cars equipped with the latest digital speedometers - frankly they drove me crazy. Maybe after several weeks I might have become used to them, but having to look down to the constantly changing blur of figures made it difficult to keep my eyes on the road and my speed within the posted limit. Give me the old fashioned dial with figures around the edge and a needle [preferably red]. It is easy to keep track of the speed with one's peripheral vision.

I have not had the pleasure of driving a new car with the "Head-up-Display" with the digital speed projected on the windscreen in front of the driver [borrowed from



fighter aircraft]. As if we haven't enough going on in front of us with suicidal pedestrians, mad cyclists and murderous truckies. Also how well can you see the speed on the windscreen in full sun on a summer's day? If you have tried to take a photo with a digital camera screen in full sunlight you will know what I mean.

Tests carried out on aircraft indicate that pilots read gauges analogue [needles/pointers] much easier than digital numbers only. New instruments have screens that use liquid crystal replicas of the old electro-mechanical gauges.

While I am raving on the subject why do some funky cars have red lighting to the instrument cluster? At night this must be distracting for the driver as red light attracts the eye. I prefer either green or blue back lighting or even black letters on a white background with a red pointer.

A case of design gone mad –

can you imagine a speedometer or tachometer with all the works visible? I had to look at this \$23,500 watch many times before I could work out that the time is 3:35!



### Watch with visible inner works

#### TIRED of TYRES?

It would seem there is now an enormous variety to choose from, including old high-profile tires, new low-profile, and ultra-low-profile tires that look like a thin band of rubber stuck on a huge metal spoked wheel.

This strange contraption is an airless, integrated tyre and wheel combination dubbed the TWEEL (i.e. Tyre/WhEEL). The Tweel promises performance levels beyond those possible with conventional pneumatic technology. The first commercial applications of the Tweel will be in lower-speed, lower-weight vehicles such as the iBOT mobility device.



Michelin TWEEL concept



iBOT personal mobility chair



I've seen some wacky devices in my time but this takes the prize.

BMW have their "Run-Flat Tyres" which have stiff sidewalls and enable you to drive after the tyre has been punctured. In the various reports I have not seen any figures on the distance or speed that you can drive. New car testers state that the tyres give an uncomfortable ride, and all to eliminate that pesky spare wheel. If you have to replace the run flat tyre they are only available from tyre dealers on special order and cost three to four times the cost of a "normal" tyre. Still I suppose if you can afford a BMW that doesn't matter!

Hands up anyone who is happy with the yellow peril spare? You can drive only at 80 kph to the nearest service station. I would hate to have to slam on the brakes on a wet road with a normal tyre on the front wheel paired with a yellow wheel – the resulting skid would give other drivers heart attacks.

Holden is now offering a repair kit and an air compressor. I understand that you remove the valve from the flat tyre and inject rubber goo into the tyre, you replace the valve and connect the compressor that runs off the cigarette lighter socket...and the tyre inflates – you hope!



"The kit will enable many motorists, who were previously more likely to call for Roadside Assist as soon as a puncture occurs, to repair their own tyre."

I have had two flats recently. One was in central Australia and fortunately I was driving an old Volvo with a full size spare – the other was in a recent trip to the local tip where I ran over a strip of metal with six closely spaced screws. The tyre was a new one and I was not amused to be told by my tyre dealer that it would be unsafe to repair with six holes close together which had weakened the radial plies.

Despite all my ravings I think cars are getting better year by year, but manufacturers and designers manage to goof off now and then and only people like me laugh off their blunders.

Grumpy



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# Goodbye Tangerine Dream; hello Blue Whale.

## *A tale of two time machines.*

You can only have so many cars, unless you're Lindsay Fox or a government bureaucracy. In my case, I used to be able to fit two cars in the double garage, one on the front lawn and three more in the long driveway. But that was years ago.

Then we moved, and there was no garage. Plus we had two more children, and children cost more than cars unless you run Alfa Romeos. So I was back to two cars, the daily 940GLE ('93, bronze, 265,000ks) and the 244DL ('76, orange, 67,000ks).

But I still kept up with the online car classifieds. I used to read newspapers while eating lunch, but they were full of Z-grade celebrities and stories about overweight dogs or horses drinking in bars, so these days I just read the car ads. Over the years I've developed a kind of sixth sense about the real condition of a vehicle by the way the seller describes it. 'A couple of supermarket scratches' means major bodywork; 'long reg' mean two months; 'recent full Selespeed service' means the gearbox is rubbish; 'near new Pirellis' means 'quite old Pirellis'; 'quick sale' means the vehicle has been stolen; and, if it's a Mercedes Benz, 'black paint' means a Moonee Ponds gangster is selling his car.

But the sixth sense also draws me to good cars. A few weeks ago I came across the following description, which I have cut and pasted from the ad verbatim, including excessive ellipses and gratuitous capitalisation:

*Now...take your time reading this....ONE OWNER....FULL SERVICE HISTORY....*

*The BEST Volvo we have ever seen.....This has been kept in a garage in Seymour and hardly ever driven...*

*It is immaculate.....This is a Collectors vehicle....One you keep and stick away somewhere..... price is firm.... FIRST TO SEE WILL BUY THIS...*

Anyone with any interest in Volvos would at least check it out. So I did.

*But what was it?*

It turned out to be a metallic sky-blue 1989 760 GLE, not the collector's favourite. But the dozen pictures in the ad showed that the vehicle was unmarked. The interior looked like no one had sat in it, but since the odometer read 116,450 kilometres, I assume someone had been it at some stage. 5,000 kilometres a year is low for a top-of-the-line Eurobarge. In pre-recession 1989, most cars of this type were business-leased to non-enthusiasts and were often worked furiously and then turned over when the lease expired to owners who might not have cared for, or serviced them frequently enough. (Note: the 1989



Volvo 760 GLE sticker price of \$81,000 would have bought you a house then, which today would be worth \$1.1 million. The Volvo, on the other hand, comes in at around \$2,000.)

So here was a genuine one-owner, unmolested, little-used, completely original time-warp vehicle with a full service record that looked like it had rolled off the Kalmar production line yesterday (Latin: "volverat"). You could drive it and imagine you were back in 1989.

Which was a problem.

Because we could have only two cars.

How could I get around the rule? Maybe I could buy the 760 and hide it. I wondered how I could secrete a 760 GLE into a dark corner of the backyard, or park it down the street, or pretend it belonged to my brother who lives in Alice Springs (really) and he would be coming to pick it up in a while, say 2015, and I could use

it in the meantime.

But I knew, deep down, way down in my shoes, that I would have to choose between two cars. The 940 had to stay, of course, because that was Tracy's daily car. That meant I had to choose between the 244 or the 760. *Which was it to be?* I hadn't had this kind of dilemma since 1992, when I was single and two women moved in next door. I ended up marrying one. *But which one? How do you choose these things? Lord, give me guidance.* I tossed a coin, which is not flippant, but just a way of putting your trust in fate. It was face up. Tracy. Mary married a farmer. This is not sexist. It cuts both ways. How does a woman know how a man

will turn out? He could turn out to be the kind of guy who parks cars all over the front yard. *Like me!* How little poor Tracy knew I was a car tragic. *And Volvos to boot!*

Would I toss a coin again? The orange 244, of course, had ridden, sounded, smelled and driven like a new car when I purchased it in 2007, so I could pretend it was 1976, when Jimmy Carter was President of the USA, and I could tune the AM radio to Magic 1278 and still hear *If You Leave Me Now* by Chicago. I like cars that make you think time travel exists, like in that movie, the name of which escapes me. I had added 27,000 kilometres to the 244s odometer, given it a new set of Michelins, changed the starter motor, and serviced it religiously every 5,000 kilometres. At 67,000 kilometres, any Volvo is still a new car. The only thing that changed about the 244 in those four years was that it started turning heads. A







Volvo turning heads? 244s used to be everywhere, but are now a relative rarity, let alone in this condition. Being orange helps. It gets particular notice in the inner suburbs where art and design people gather. Every time I park it in Brunswick Street, people offer to buy it. The 244 is no longer just an old Volvo. *It is an "icon"!*

But the allure of a new (new for me, anyway, I've only owned four-cylinder models) kind of Volvo – an old-school six-cylinder – got the 760 over the line, by a nose. Which is not insignificant when it comes to Volvos. The 760 had all the gear deemed necessary in the power-suited 1980s; cruise control, climate control, chrome everywhere, headlamp wipers, remote entry that bleeps, seat

heating, a sunroof, a light around the front passenger's visor mirror, and reading lamps for the back seat passengers. How quaintly cultivated! By contrast, today's cars give you a television in the back of the front seat, so your children can watch *Yo Gabba Gabba* while you drive the Great Ocean Road:

- "Hey kids, take a look at that amazing sight! Loch Ard gorge! A clipper sank there in huge seas in 1878! The only two survivors were a young lady and a cabin boy who clung to a spar for five hours! They wrote a play about it called *Eva and the Cabin Boy*! The site is of massive historical and social interest!"

- Silence, apart from the idiotic soundtrack of the TV program.

That one feature puts 1988 at the turning point of civilisation, and here was the car to prove it. *Reading lamps!* I think it was the reading lamps that closed the deal. It's the little things.

So next morning, I rang the dealer and bought the car over the phone, and the dealer trucked it to me a few days later, while I was at work, and left it under the carport. Alert readers will have realised that I had purchased a 22-year-old car without even having even sat in it, let alone driven it. *Car tragic!*

The 760 sat there in the drive for

three days until the weekend. I came out early on a cold winter Saturday morning, admired the car, opened the door – "bleep" – got into the driver's seat, and turned the key. Nothing happened.



Just kidding. The car started immediately, and the six cylinders chattered softly to themselves like polite children. The engine was turbine-smooth, slow to rouse, and wound up like a dragon disturbed from sleep when pushed. The engine, of course, is the same PVR – a B280F variant – fitted to the famous DeLorean DMC-12. Then it dawned on me. It was a time machine!

*I had purchased a DeLorean in disguise!*

*[Paul Kennedy is a member of the Volvo Club of Victoria. Check out his blogs at <http://verygoodcooking.blogspot.com/>]*

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## VOLVO CLUB OF QUEENSLAND

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Ph. 07 55 292 512

Email: hghunt@onthenet.com.au

### Club Web Site:

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

### PRESIDENT

Grahame Hunt

07 55 292 512 or 0414 273 663

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

### SECRETARY/TREASURER

Helen Hunt

07 55 292 512 or 0414 273 663

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

### ROLLING SUBMISSIONS OFFICER

Brad Wightman

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



## COMING EVENTS

### Saturday 2 October: GLT Motors, Capalaba Open Day

If any members are intending to go, please contact Helen to confirm if event is happening

### Sunday 23 October: Picnic at Bribie Island

Meeting place is the BP Caboolture at 10am where we will depart at 10.15am to Bribie Island.

### Sunday 27 November: Christmas Party

Venue to be decided at 18 September event at David Fleay's (watch this space) – Please contact Gaye if you are attending so that a table booking can be made.

# Volvo Club of QLD Pages

*Dedicated to the Volvo Club of Queensland*

## RACQ Motorfest – July 2011

The annual RACQ Careflight Motorfest is a huge event that this year was combined with the monthly Eagle Farm Markets. John Dempster had his 244 GL all polished up, Helen Hunt's 740GL was gleaming, Vic and Eunice Austin's 740T was also

gleaming and together with Terry and Gaye Carey's 122 attended this great event. We were joined by 4 other Volvos – Rick Forno's 122,







Linton Smith brought along Neil Summerson's 123, Gavin Black had his green 1800ES and Paul Schofield has his lovely gold 1800 as well. Neil was also in attendance but with his E type Jaguar as Jaguar were a featured marque at this year's event.

Once the vehicles were parked members had the opportunity to wander around and check out some fine examples of motor vehicles. Many clubs make this their major display for the year and the range of vehicles on display was fabulous. Combined with the monthly markets there was plenty to look at besides talking to fellow Volvo enthusiasts.

### **Tech Tip: Windscreen Washer fluid filter**

If your windscreen washers are a little lacklustre, try checking the fluid filter. This is an often-forgotten part



**Washer fluid filter (air box removed)**

of Volvo maintenance. A blocked one will lead to poor performance of the washers - just like a blocked fuel filter will impede engine performance.

The filter is a Volvo part (3538564) or can be obtained from ipd (where I got mine). This is a quick and easy job to do and the part is inexpensive.

On 700/900 series Volvos, the filter is located low down next to the fluid reservoir, in front of the air filter



**Old filter cut open**

box. Access will require removal of the air filter box unless you have small hands.

The hoses simply slip off the old filter and onto the new one. Tuck it back in place between the reservoir and the charcoal canister making sure not to kink the hoses. The washers should now squirt out strong jets of water on the windscreen (or over the roof if the washers aren't aimed correctly like mine).

Cutting the old filter open revealed a fair amount of junk causing blockages. I assume this is the original part on my 940 and so it is 20 years old and well due for replacement.

*Brad Wightman*

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# VOLVO PILGRIMAGE

*By Kevin Greenaway*

After three weeks of touring England and Scotland in a hired VW TD Passat we flew from London to Gothenburg, the Home of Volvo. The next morning Claes Rydholm arrived at our hotel to transport us to the Volvo Factory in a beautiful Volvo



S90 Stretched Limo. At the factory we boarded the Blue Train and enjoyed a very informative tour of the factory. We were very impressed with the cleanliness and quietness (except for a few work stations that were enjoying a musical



background). The robots working within a finite tolerance were especially interesting as there were very few people in these areas. The computer controlled assembly made sure that the correct part was delivered to the correct site on time regardless of which multiple model was assembled. This was my second visit to the factory having visited in 1974 when I was privileged to see the first production models of the 264 prior to the official press release. Photography in the factory is strictly prohibited due to company policy. We were also taken through the safety research area where the many safety features of our Volvos were pointed out. After a great lunch in the factory restaurant we were transported to the Volvo Museum which I found especially interesting as now I could see the various Volvo models from the past that I had only previously seen pictures of.

There was "Jakob" from 1927, and various models from the 30s, 40s 50s manufactured before any Volvos made their way to Australia in 1961. I was like a 'kid in a lolly shop' and I took dozens of photographs to record my visit.





# New Car Review: Volvo's *NEW* S60 Models

by Peter Sokolowski from VSV. Moderns Register Captain.

For full specs on models go to <http://www.volvocars.com/au/all-cars/volvo-s60/Pages/default.aspx>

**Rating:** T5 7.5/10, D5 8/10 & T6 8.5/10

## **The Good:**

- Interior finish is spot on.
- Market leading value for money.
- Class / Market leading safety systems.
- Very relaxed, easy car to live with.

## **The Bad:**

- Half-ass Keyless start system.
- Excessive body roll.
- Too many menu layers in command system.
- Front styling.

**First impression:** The S60 as you walk towards it looks a lot smaller than it actually is. The new modern and flowing styling lines give the car a compact, nearly squashed-up look. But by no means is it an unattractive car. The old S60 looked good, but the new S60 adds a layer of balance and smoothness. The side profile continues design features from the old S60 were the vehicle makes out to be a 4 door coupe, rather than a 4 door saloon. In the new S60 it works with a refreshing grace of elegance and the vehicle tails off to a very Aston Martin like rear end. In fact this vehicle was one of the last Volvos to be styled by Steve Mattin, who had a large input in the styling of the Aston range under the now defunct Ford set-up PAG Group.

A down side is the new grill and cross-eyed headlights that disturbed me each time I looked at the car front on. It made the car look dopy, nearly unintelligent. It felt like it was mocking me. I just could not put my finger on it for the whole time I had the cars.

But luckily every other angle of the car is bang on. There is a very good range of interior and exterior colours available and you can put a lot of personal definitions to the car with factory orders that would suit any taste.

**Interior:** The S60 truly has a class-leading interior, not only in its finish, but also sensible design, aesthetically

and ergonomically spot on and typical Volvo comfortable, sink in to feeling seats to die for (but can be a bit slippery and side unsupportive if pushing the car hard through your favourite S's). I would say that the interior rivals anything on offer from BMW, Merc, Audi and Jag. I really found it that good and that pleasant an environment inside the car that I could easily live with the car for years and not get sick of it. The interior also has a typical Volvo familiarity about it. It's funny having driven well over a million KM in Volvo's, owned dozens of them, raced many, stripped/restored them, rebuilt them, crashed them, slept in them for the last 25 years, this S60 felt as familiar to me inside as my first 2 series, or 120 or 1800. I think it is a testament to the brand that keeps Volvo owners in the brand. Few brands in the world I think can hold the loyalty of an owner like Volvos can.

The down side in the vehicle's outside design as a 4 door coupe is that rear headroom and leg room can be a bit compromised for tall people (no different than the old S60) especially if you also have tall people sitting in the front. This design flaw always puzzled me considering Swedes are in general tall, robust people. But I suppose this is not a car for Sweden but for the rest of the world.

The controls in the vehicle are logical and easy to reach, and once used to it most functions can be done with the steering wheel controls, with the steering wheel now having a push-in/scroll wheel on it that allows more access to levels of menus. The only down side is that with the car having so much onboard computerisation and is so customisable, the onboard command

system gets complicated with multiple levels and menus to go through. But once the car is set up to your liking you should not have to adjust things too often and the driving becomes set and forget. One thing I really did not like is Volvo's Keyless/comfort Start. It is not a keyless/comfort start at all. You still have to press the lock and unlock buttons on the remote and then to start the car you have to put the fob into a special slot on the dash and then press the button. Basically Volvo has made what is a one movement process to start a car into a two movement process. What gives with that? I should be able to walk up to the car just grab the handle to open the door and then with-out getting the remote out of my pocket, just press the start button. Unless I have missed something I find the current system in the Volvo antiquated.

The interior has lots of storage areas and the typical Volvo Centre architecture of the floating water fall console. You will also be pleased to know that if the old Volvo Nav/Entertainment system frustrated you, then the new systems, although not perfect or as good as other luxury cars offer, are a massive improvement.

The sound system as normal is a generational continuation of Volvo's unbelievable quality and perfect dynamics and acoustics that they are able to put into their cars. Even just the standard system in the T5 is crisp, clear and hard to distort even at max volumes. But I have to say that if you liked the old Dolby Pro Logic Premium Sound Systems in Volvos gone by, then the new Premium System takes the bar to unbelievable heights. This is a MUST-have option in the D5/T5. The Performance/Premium option also gives



you a 7" colour LCD display tucked into the dash that makes the command system so much easier to use and can play DVDs. Sat Nav is optional on the D5/T5 and if ordered has to be ordered with the Sound System upgrades, making it an up-to \$6,500 option. But it represents better value for money if you get the \$5,500 Teknik Pack if you want the better sound and Nav, plus you get Rear Camera and Bending Active Lights. The only issue I found with the Sound System upgrades is that if you listen to AM Radio then you pick up a whole lot of static and hissing. Maybe it is time for car manufacturers to be thinking Digital Radio receivers?

Driving it: Well I have to say the old S60 chassis was no slouch in its dynamics - never as good as its German/Italian rivals, but not bad for a Volvo. The new S60 is better, but still some distance away from the class leaders. The T5 without having the 250-kg plus weight penalty actually felt the most nimble and fast responsive of the lot. Gave light tug and pull through the corners and a typical front wheel drive only feel when exiting. But it had a definite point (a lot earlier than the T6/D5 AWDs) where the chassis handling fell off a cliff and gave up.

The D5 and the T6 with AWD standard (I think that Volvo's AWD system is one of the smoothest and fastest around) were a much more predictable drive. The T6 especially with its sports-tuned set-up was good. But I still feel that Volvos hide a lot of suspension flaws with their AWD system. The cars offer a false sense of agility. The constant computer correction and interferences really highlighted just how much work the computers were doing instead of the chassis. There is very noticeable body roll in all the models as they load up going in to corners, but once you get over that and the fact that the steering still offers zero feedback to where the front wheels are or should be pointing, you do have enormous amounts of grip. The car just wants to turn in harder and harder. In fact I found that the tyres in the end were the downfall and if they offered more grip themselves then up to 5 to 10km/h more could have easily been possible around corners.

But all in all for the normal driver, living with the car on a day-to-day basis the chassis will be and will feel great. The best thing is that the chassis is that much improved that if the normal driver ever gets into trouble with the car and takes it to a no-return basis where the computers will assist to catch it, then even an average driver should be able to bring it all under control. But if you like to drive the car on your favourite country road or do track days in it then I highly recommend adding the four-C Chassis.

Visibility in the new S60, like the old one, is poor from the back window and

looking in the side mirrors. In fact you cannot see the back of the car at all. The outside mirrors dip automatically when you put it in to reverse, which helps. Assistance of the reverse camera, which is very good, and the rear and front park assist systems are a must. So expect to add this to the option list as the first box ticked.

When I first read about City Safe, Adaptive Cruise, Collision Warning, Auto Braking System, Lane Departure Warning, Blind Spot Information System, etc. I thought to myself "is the thing going to bloody drive itself?" But having spent some time over the last 12 months in different Volvos with these systems fitted I have to admit that they are very good. Yes it is a brainless way to drive and yes basically the only input from the driver is to change radio stations and steer the thing. But the more you get to used them, learn about them and work with them, the more you want them. For example: the D5 I had was fitted with the full Driver Support/Teknik disaster pack. I did 500km round trip in the car from city to country, to outer urban and back to city. Once I got confident (and fully trusted) these whiz-bang driver aids, I basically did not touch the brake or accelerator at all. I basically steered it and drove with my thumb. Let me explain. The adaptive cruise is excellent. It will let you set it from zero km upwards. It also slows the car down and even brings it to a complete stop. Include that with the collision warning system that gives you an orange and then red light if you are too close to a car in front. The city safe system stops you ploughing into the back of someone if you're not looking and picks up objects higher than 80cm that might be in front of you or move in to your path. It then will brake the car if it feels that you are not reacting through the steering or braking system enough. Add the blind spot system that tells you if someone is in your blind spot with little red lights near the outside mirrors. Also lane departure warning that follows the white lines on each side of the car and gives you a warning tone if you are departing the lane without indicating. All these systems make this THE SAFEST and easiest car to drive in the world. You would have to be a TOTAL TOOL to have an at-fault accident in an S60 fitted with all of these gizmos.

The power that is on offer from the T6 is sensational. Smooth, free-revving and endless. It has 4kw and 40NM (90NM against the old auto) more than the old Rs. BUT maybe the new T6 is more refined or clinical; it just does not seem to drive as hard as the old Rs did. Or maybe I was just spoiled with the R I used to own. I really don't know. The best way of describing it is the power from the T6 is turbo lag free, smooth, progressive and express. It builds up very quickly without wanting to cause a fuss. But I will say one thing. The T6 I drove for this review did have a very noticeable and annoying growling/ wheezing/air-sucking sound from the motor that even was audible over the sound system. At the time I kept thinking I know this sound? It then came to me. The original XC90 T6s when they arrived in 2003 had this sound from the motor. New baffle boxes on the air-intake fixed that problem. So I am wondering if the same needs to be done. I will reserve my judgement on this when I drive the V60 T6. Fuel economy was typical from a hyper motor at 13 lt/100km around town (11.5 when not giving it a bit), but on the open road it dropped

to a very respectable 8.5 lt/100km.

The T5 (4-cylinder, not a 5 in the S60) is a solid workhorse motor. A little unrefined in today's luxury car standards, but a proven performer that offers good power flexibility, and smooth delivery with good fuel consumption. I personally think that the T6, although a very good motor, is a complex motor compared to the 4-cylinder and I would have liked Volvo to stay with the 5-cylinder as their performance-based motor. I just feel that long term the 5-cylinder will offer fewer mechanical issues on the car when it is a used car than the T6, as history tells us Volvo have struggled for over 40 years to build a good solid long-term reliable 6-cylinder motor. Fuel economy was not that much different than the T6 when this motor is pushed 12 lt/100km around town (10.5 when not giving it a bit), but on the open road it dropped to 8.5 lt/100km.

The last current-configuration motor available in the S60 range is the D5 - soon to be replaced with the smaller D4 at the end of the year. I have to say I like the D5 motor and will be a bit sad to see it go. I know the specs on the D4 look good, but nothing beats the pulling power of the current D5 motor. The D5 is no rocket ship off the line and the turbo lag is very noticeable, together with all hell braking loose when it finally powers up, so it is an old school diesel drive. But what it lacks in total refinement it makes up in mid range power and cruising effectiveness. The diesel sound chatter from it is excellent compared to other luxury car competition also. Fuel economy was excellent when I was reviewing this motor 9 lt/100km around town (7.5 when not giving it a bit), but on the open road it fell into hybrid territory getting into the 5.5 lt/100km range. So for me the current D5, based on the fact that it is AWD standard (the new D4 when it arrives will NOT be AWD) and low running costs offers very good value-for-money and would most likely be my choice of models. I also think that it will offer the best resale value out of the range also. There is currently plenty of stock of the D5 that should last until the end of the year.

All the cars drove beautifully in all normal city and highway driving situations. Having spent nearly 1000 km in all three (D5, T6 this time and the T5 several months ago) gave me reason to highly recommend the S60 to anyone who is looking for a well-priced, value-for-money, feature-packed and safe vehicle that will be very easy to live with on a daily basis.

Stay Safe. Soko.

PS: Special thank you to Silverstone Volvo for looking after me with the review cars. Much appreciated. Contact Simon at Silverstone on (03) 9840 8868. Also thanks to Volvo Car Australia for the use of one of their vehicles. Remember for the best deal on ANY new Volvo or any other vehicle give VSV a call on 0418 188 807 or email us on cars@vsv.com.au



# Volvo Car Club of NSW Inc.

## President's Message

At the time of writing my President's message the committee is frantically organising the main event of this year, the celebration of the P1800 50<sup>th</sup> Anniversary at Eastern Creek for the Shannons Classic Display Day. It is a great privilege to have Irv Gordon in Australia for the event at Eastern Creek, so we all hope he enjoys his stay here and a big thank you to Gerry Lister, and the generous support of Volvo Car Australia for organising Irv to come down under.



My heartfelt thanks to Terry Thompson for organising the day and our club members who have been involved in the organisation, as well as the members who volunteer on the day. It has certainly been a 'must do' on our calendar year after year.

We have 50 entries the largest so far and the majority of them are P1800's so Pit Lane is going to look pretty spectacular.

Don't forget to call any of the committee members if you would like to attend the Christmas party as spots are filling quickly and there are limited numbers.

I would like to say a HELLO on behalf of all our members to Cecil Masefield who was one of our regulars at club meetings and the Shannons Classic Display Day year after year. Unfortunately Cecil hasn't been well and therefore will miss out on the day but we will be thinking of you and don't worry Cecil we will save you a badge to add to your collection.

See you all there,

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 5th October 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

#### PRESIDENT

Dolly Diaz

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

#### VICE PRESIDENT

Terry Thompson

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

#### TREASURER

Ted Warner

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

#### SOCIAL DIRECTOR

John Grist

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

#### ASST. SOCIAL & RAFFLE

Dani Neale

#### CAMS & CMC

Terry Thompson

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

#### CLUB PLATE REGISTRAR

Dolly Diaz

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

#### SECRETARY / MAGAZINE EDITOR

Julie Williams 0409 161 357

[hollymist@bigpond.com](mailto:hollymist@bigpond.com)

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

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

## Social Events

### 2011 Calendar

\* Sunday 30th October - Clayton's Show 'N' Shine -  
**Location to be confirmed**

\* Sunday 13th November 2011, Picnic luncheon run to Wollombi & Sculpture in Vineyards.

\* 3rd December - Christmas Party - Thompson Residence

At request of certain members who desire to use their cars with historic plates the following events are also listed:

\* 14th – 16th October 2011 – Mudgee Motorfest

\* Sunday 2nd October 2011 – Bowral Tulip Festival

**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)**

## All About Irv

While Irv Gordon is already retired, he's taken to accruing miles on his already impressively well-travelled Volvo 1800 like it's his job. It took a while to rack up the first million miles, but the second million came more quickly, rolling the odometer over in Times Square back in 2002. Now Gordon is headed for 3 million a mere eight years later. Only big rigs put on a million miles more quickly, and even that might be debatable.

"Who would have thought such a decision, to buy a Volvo, would have created so many opportunities?" Gordon tells Autoblog. Some of his favourite miles out of the 2.8 million currently showing on the odometer (he was at 2.6 million the last time we checked) were his first trip across the United States and a trip to Europe where the 1800 and its intrepid driver drove from the United Kingdom into Sweden to see the car's original birthplace before rolling on to other continental hamlets and accruing 5,000 miles in a month.

Irv's 70 years old now, and he wouldn't mind selling his beloved red Volvo coupe. Asking price? "A dollar per mile," says Gordon. Despite what Irv calls "some very interesting offers," nobody has offered him his asking price. That's okay with Gordon, who acknowledges that his Volvo is the star. "Once I sell the car, no one will invite me anywhere any longer," he quips. Should the right buyer for the trusty red 1800 come along, Gordon knows what he'll do. "It'd be nice to have a car with all the new creature comforts to travel in, and who knows, should I live another 10-15 years, I could put a million miles on my next vehicle and start the cycle all over again."



While unlikely, putting three million dollars in his bank account would make those long treks more comfortable, affording fine hotels and gourmet dining versus at times sleeping in the 1800 to save some bucks. Gordon's not complaining, "I have indeed been a very fortunate fellow," he says. You have to respect his commitment to the little Volvo coupe that was originally purchased as a refuge from a pair of demonically unreliable Chevrolets, too. A retirement lifestyle that would allow one to travel in style and worry less about finances is a nearly universal goal, too. Gordon's got a leg up on all of us, having put in the seat time to earn a spot in the Guinness Book of World Records and turn a stolid, stylish Swede into a wheeled pension plan.

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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 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)

## Picnic Luncheon Run to Wollombi & Sculpture in the Vineyards

### SUNDAY 13<sup>th</sup> NOVEMBER 2011 (BYO FOOD)

Yes, another event to use your cars (*no trains go there*).

Meet by 9.45 am at Pie in the Sky. It's located on the Old Pacific Hwy a few kms. north of Cowan. Please note the entry and exit to Pie in the Sky is on a bend, please exercise caution when arriving and leaving.



Coffee, tea etc. can be bought here. Leaving at 10.00 am for an interesting drive through the beautiful Central Coast hinterland and then the scenic route to Wollombi. Map & directions given on the day.

It has been arranged with the owners of Wollombi Wines for us to have a picnic lunch in the grounds of their vineyard which is set up with picnic tables and seats for at least 30 persons. In the event of bad weather, we can then eat our lunch in back of their tasting rooms. Wollombi Wines is one of the participants of the exhibition. This winery is a family owned and operated boutique vineyard, adjoining the historic village of Wollombi. (see map)

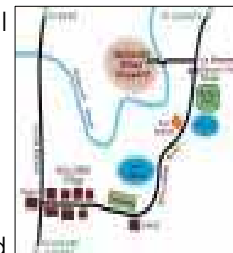
The highlight of the day will be to visit the 2011 exhibition of Sculpture in the Vineyards. (see below) The exhibition being of some 60 works is being held in some five vineyards all not very far apart.

Please contact me for expressions of interest 0412640340 or email [newcourt2@yahoo.com.au](mailto:newcourt2@yahoo.com.au). See you on the day

**John Grist**  
**Social Director**

### Outdoor Sculpture Exhibition & People's Choice Award

Sculpture in the Vineyards is an annual exhibition of large-scale outdoor works displayed amidst the five vineyards of the Wollombi Valley Wine Trail.



There is an eclectic mix of art and wine for all tastes. This exhibition combines a taste of fine wines from that region in NSW. Sculpture in the Vineyards features annually an innovative array of large-scale outdoor and site-specific works by local, regional and city-based artists.

Each vineyard has a different setting encompassing vineyards and valleys with superb views- many of the sculptures are built specifically for the site and make controversial comments on society or the environment.

The boutique vineyards are all family owned - Stonehurst Cedar Creek, Undercliff Winery, Wollombi Wines, Noyce Brothers Vineyard, Wollombi Village Wines.

Also, this year, the Gate Gallery joins in, offering a splendid landscape for outdoor works and a beautiful gallery space for indoor pieces by the exhibiting artists.

## Volvos at Mount Panorama

### Volvos at Mt Panorama Bathurst

The first appearance on the Mountain was in 1965 for the Armstrong 500.

ARDC President Bill Ford and future Peter Brock co-driver Des West drove one of the British & Continental prepared 122S and Graham Ward drove the other with Barry Collerson. They finished 5<sup>th</sup> and 7<sup>th</sup> in class D. 12 and 18 laps behind the winning works Ford Cortina GT500 driven by Bo Seton, Glenn's dad.

At the Easter race meeting in 1966 Scuderia Veloce entered a 122S in the 20 lap Australian Touring Car Championship race for Improved Production cars with Bill Brown driving. The car finished 2<sup>nd</sup> in class and 7<sup>th</sup> outright only 2 laps down on the winning Mustang of 5 times ATCC winner, the late Ian (Pete) Geoghegan.

In the 1966 Gallagher 500 another pair of 122S models were entered and they were driven by Gerry Lister and Rob Porter in car 4 plus non other than Kevin Bartlett and John Harvey in car 8. The Bartlett / Harvey car finished 4<sup>th</sup> in class D on 119 laps, 11 behind the winning Cooper S. Gerry Lister tells me that his car crashed out of the class lead when co-driver Porter moved over to allow another car through and ended up in the fence on the run down through the esses. At that stage they were a full lap in front of the second car in class, Max Stewart's Triumph 2000.

Easter 1967 saw Bill Brown back with Scuds 122S plus David Seldon in a British & Continental entered 122S. Brown finished 9<sup>th</sup> and Seldon was a DNF according to the list I have which only covers one 6 lap race. The event was a combination of Improved Prod cars and modified Sports Sedans so Bill and the 122S did well to finish 9<sup>th</sup> against some serious V8 power.

In the 1967 Gallagher 500 only one Volvo 122S fronted for the great race. Gerry Lister drove with David Seldon however the car only covered 86 laps due to a serious over rev across the top of the mountain.

1968 seems to be a Volvo free period.

Easter 1969 has a British & Continental entered 142S for David Seldon to drive in the 20 lap round two of the ATCC. A 10<sup>th</sup> place finish behind Pete Geoghegan in the all conquering GTA Mustang was a very good result.

And now we have a ten year gap to 1979 when Scuderia Veloce took a different approach and entered a 242GT in the 1000 for David McKay and Spencer Martin to drive. Rather than modify the car to the full on Group C specs of the day it was decided to run the car virtually stock, even down to road going Uniroyal tyres instead of the racing slicks used by the "big boys". The car was road registered as well. The derogatory comments about the mobile chicane Volvo from Peter Williamson in the Channel 7 camera car Celica were a "highlight" of the race telecast. As things turned out, the 242GT finished 5<sup>th</sup> in class and 20<sup>th</sup> outright. No less than 32 cars did not finish the race and much was made of the Volvo's reliability.

For those who gather useless information, the number plates I can identify on the Volvo race cars from photos taken during those years are :-

NSW DVA 655

NSW EFG 515 and DZW 554

1979 NSW SVM 222

Now to 1985 when the Volvo 240 Turbo appeared in the new International Group A category adopted for Australia. New Zealander, Robbie Francevic drove the Mark Petch owned car in the 1000 but failed to finish on the podium. He did, however, win the ATCC which made a lot of people sit up and take notice of the humble 240. Even though you could not buy a turbo 240 in Australia. It was an American "special".

In 1986 we had the full works Volvo Australia team with two 240Ts and a young hotshot openwheeler driver named John Bowe in the driver lineup. Again the cars failed to finish in the money at the Mountain. That team folded soon after.

In recent years, the last two decades or so, we have seen 850s in the 12 Hour production car races with the late, great Peter (Perfect) Brock driving in one. The modified 850 sedans and wagon plus the S40 ran in two litre 1000 events on the Mountain with the works team S40 winning the AMP sponsored two litre version of the great race during the difficult period of 5L V8s versus 2L euro cars. V8s won that battle and killed off the smaller cars in Australia. Rednecks 1, Sensible 0.

Remember the jokes "The only thing I want in two litres is milk and orange juice"

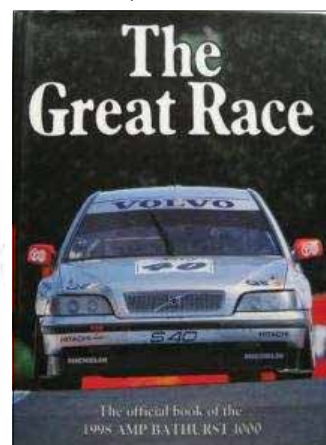
"The only thing you get in five litres is cheap cask wine". What wit and sarcasm.

Vince Harmer has run his 144 and 164 Group Nc cars in Historic Touring Cars at various meetings on the Mountain and to my knowledge Kevin Elliot is the only man to race a P1800 around there when he competed in the FoSC meeting a few years ago.

Will we see Volvos racing around Mt Panorama again?

- \* The FoSC Easter events have been taken over by Yeehah Events. They have gone for the modern categories so historic sports and touring cars are not on the agenda.
- \* V8s have a car of the future chassis for 2013 onwards. Any manufacturer can fit their V8 into it and go after the Commodores and Falcons. Will Volvo fit an S80 V8 and body panels into one? I don't think that is the buyer market they are after.
- \* The 12 Hour Production Car race is now for GT3 spec sports cars which run in the Le Mans 24 hour and such. I doubt you would enter a current Volvo product in that, just to be blown off the track every 5 laps by a 300 km/hr Lamborghini or Ferrari.

So, those of you who have raced a Volvo around that fabulous Mountain, savour the memories as you are in an elite class of very fortunate drivers with very little chance of anyone new joining the group.





## *Volvos Celebrate at Eastern Creek*

### *Sunday 21st August 2011*

Well, where to start. Perhaps a little history of the event as a whole.

The Shannons Eastern Creek Classic (SECC) is 47 years old and began life at Warwick Farm, a horse track in Sydney's South West. It is organised by the Council of Motor Clubs (CMC) and as the name suggests, Shannons are our major sponsor. It has moved locations a couple of times and now has a permanent home at Eastern Creek International Raceway.

Over the years it has "grown like Topsy" and now boasts upwards of 1800 cars on display; arguably the largest display of classic vehicles in the Southern Hemisphere. We have just about reached capacity this year with 1900 tickets sold. All the clubs get a parade lap or two and our Madam President, Dolly, moonlights as the Dummy Grid Supervisor, where all the cars form up before going out on the track.

The Volvo Club of NSW has linked a couple of events now with the SECC and, in the past, has proven a big winner with all involved. This year was no exception.

The CMC, of which I am now the Secretary, is an organisation, which is wholly committed to the classic car club movement and not only organises this great event, among others, but also acts as an advocate for the clubs in their dealings with government departments and other bureaucracies, especially when they (the Government etc) want to bring in laws which will have an undoubted adverse effect on our movement.

We have had many small successes and one or two relatively large ones over the years. The CMC itself will be 50 years old in 2013. The NSW Volvo Club Vice President, Terry Thompson, who I'm sure is well known to many of you, is also the President of the CMC and is largely its driving force, aided, of course, by the gang of 13 (aka the Committee).

Now, to the 50th anniversary ..... we had 50 cars turn out for the celebrations. An appropriate number, I think for the 50th! 30 of which were P1800s. There were a few rather lovely 122s, with a smattering of other models as well. All in great condition, with a couple of WIPs thrown in.

When all the "toings" and "froings" were over, by about 3:30, we had our own little presentations. The "Car of the Day Trophy" went, of course, to a very pretty P1800S owned by Dana Jennings. It was a hard choice with so many lovely vehicles to choose from. The P1800 is a personal favourite, which I have likened to Volvo Royalty. They are something rather special, don't you think? Mind you I do like the 122s as well. Oh, I nearly forgot to mention, we won the CMC's "Best Car Display" trophy as well.

We invited a very special guest to the proceedings, all the way from the USA. Mr Irv Gordon, of 2 Million-miler-fame, who I'm sure most of you will know owns a P1800, which to date, has travelled almost 3 million miles. We ran poor Irv ragged, and Gerry Lister as well. They had a pretty full week doing the rounds with some people from Volvo Australia; some people of the magazine press; and a photo shoot on Sydney Harbour, with the "coat hanger in the background".

Irv acted as the presenter for our trophies; drawer of our raffle and was seconded by the CMC hierarchy to present their Concours De'Elegance trophies as well.

I had the chance to have a quiet chat to Irv when we were heading down Pit Lane for him to do his trophy presenting, and he remarked on the number of vehicles which they don't see in the US. He was suitably impressed, I think, with the size and scope of the event, and went away with several gifts, one of which was a very handsome looking plaque presented to him by the CMC in recognition of his effort in coming out to Australia for the anniversary. And I'm sure, in no small part, for his achievement in keeping his beautiful P1800 on the road and still travelling for so many, many miles. After all, that's what classic motoring is all about!

One other gift, which I think Irv rather liked was a 5cm<sup>2</sup> high solid silver key ring of 'The Saint' symbol. Add in a couple of T-shirts, a poster and couple of other odds and ends and he went away with some rather nice goodies.

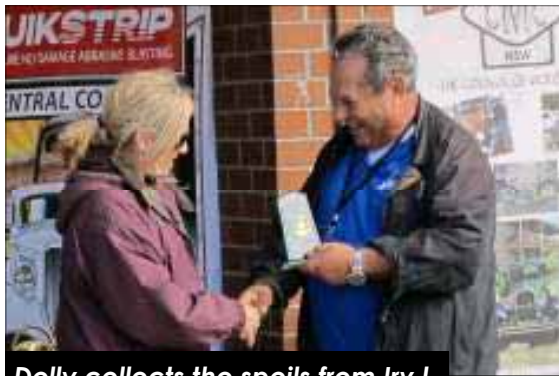
I would also like to add our thanks to Irv for coming so far from home to add his presence to our little celebration. He was bombarded the whole day with the well-wishers, autograph hunters and the have-a-chats, which he fielded with good humour and good grace. He didn't stop smiling all day.....but I suspect, that's just the essence of the man.

When it was all over, we picked up after ourselves, put things back where we found them and said bye bye, accompanied by some hugs, kisses and none too few thanks yous. The Committee, as a whole, put in a great effort and I'm sure, like me, they found it rather hard to wind down with the day playing over and over again in their heads, like a movie on permanent rewind. It's very gratifying when something you have worked so hard to achieve, comes off and everyone goes home happy. But then I'm sure there are many of you who work for their club in whatever capacity, who know exactly what I'm talking about !!

I need more time to do the event justice in print, so there'll be more of the story, with all its characters, and heaps more photos in the next issue. **Jules**

# *Volvos Celebrate at Eastern Creek - Photo Gallery*

## *Sunday 21st August 2011*



**Dolly collects the spoils from Irv !**



**Irv collects some spoils of his own !**



**And pretty P1800s all in a row !**



**Irv & another Volvo tragic enjoy a rare peaceful moment !**



**The Family Elliott & our Ralph (extreme left) !**



**Ted of Uncle Ted's Tips fame, and he of the 1000-watt smile !!**



**Mrs Ted (Aka Jan), strikes a pose with Syd & Dani Neale's baby !!**



**Lunchtime at The Creek !**



## My Bit & Laugh Lines

Phew!!!! Thank you-know-who it's all done and dusted. We are finally ready to go. The Committee have been working their a#\*%s off to get everything ready for the 50th Anniversary at the SECC (for those uninitiated of you, that's the Shannons Eastern Creek Classic, AKA the Council of Motor Clubs Display Day).

At the time of writing it is the Friday evening before the event (on Sunday) and I will be penning a report, which appears elsewhere in the magazine, on Monday and adding some photos for you to gaze at (and wish you were there). Today was 'busier-than-a-one-armed-paper-hanger-day'. Mr Editor and I travelled over 100ks just doing the last minute running around. So, I am currently writing this article and enjoying a glass of Merlot, as I do when I'm creating, before I snuggle up in bed with my feline children and watch a little telly before putting my head down until tomorrow's round of duties call.

I found some more funnies for you to enjoy, so get to it and have a laugh.

Jules



### Lessons in how to Chill !!!



Okay, okay ... I know, I know, so I'm into furry people, so sue me !



### Wife's Diary:

I thought my husband was acting weird. We had made plans to meet at a nice restaurant for dinner. I was a bit late, but he made no comment on it. Conversation wasn't flowing, so I suggested that we go somewhere quiet so we could talk. He agreed, but he didn't say much; asked him what was wrong; He said, 'Nothing.'

He said he wasn't upset, that it had nothing to do with me, and not to worry about it. On the way home, I told him that I loved him. He smiled slightly, and kept driving. When we got home, I felt as if I had lost him completely, as if he wanted nothing to do with me anymore. He just sat there quietly, and watched TV. He continued to seem distant and absent. I decided to go to bed. About 15 minutes later, he came to bed. He fell asleep - I cried.

I don't know what to do. I'm almost sure that his thoughts are with someone else. My life is a disaster.

### Husband's Diary:

Race car wouldn't start - can't figure it out.

### Best bar sign ever !!





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

#### President

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

#### Vice President

Graham Jones 07 3397 0808

#### Treasurer/Secretary & 1800-120 Magazine

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

#### NSW Representative

Guy Smith 02 4739 8127

#### Membership

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

#### 115 Financial Members

Life Members: Kevin & Margaret  
Greenaway

#### President's Report

Yes it is true, loyal followers of my column, that I have acquired the most collectible Volvo.....in the world! You may recall some time ago, I reported on the fate of an old 123GT that was languishing in a shed in Brisbane. Its owner was only the second person to have owned it, having been left it in a will by the original owner.

After a little bit of wheeler dealing, the faithful '67 123GT, Red with black interior, was transported to my home in Clontarf. Mind you, it was not without some cost, as I had to lose 2 cars in the process so that I had the space, not to mention the cash, to acquire my newest lovely. \* For those of you who are interested, join me on Facebook, where you can see a series of shots of the old girl, and be kept up to date with the restoration of this car. My aim is to have the car ready for the next National Rally in 2013 (Hey Vic guys, any news yet?)



#### Club Badges



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



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





*(Just some of my shots of not-Volvos at Lismore)*

### Lismore

Once again, our club made its annual pilgrimage to the lovely NSW town of Lismore, for a delightful drive, more delightful company, and lovely cars on display as part of this annual event. Please see some shots of the sorts of cars on display. There is always a broad selection of vehicles to whet the appetite. We were even joined by a pimped up 240!

### Eastern Creek

I understand that by the time you read this, that the Sydney event will have come and gone. Unfortunately due to commitments, I was unable to attend, and so look forward to reading the report from contributing members. To think that our beloved 1800 is now 50! Having read the new book (still available from the club), it almost seemed as if Volvo wouldn't get past the problems it had with Jensen in the early days...a very interesting read, and a lovely book – well worth the investment.

### AGM

Finally, our AGM is to be held 16 October 2011. Full report in the next issue.

Until then.....**Volvo for life**

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

\*Note from wife:- **Yes but that still leaves 8 plus the 123, I think he is doing alright so don't feel sorry for him!**

## Sunday 16 October Annual General Meeting

Again this year we have been invited by club members Richard and Sue Brabazon to have our AGM at their place. This will be followed by a BBQ put on by the Club. So try to get there by 10.30am for an **11.00am start** for the AGM. The Brabazons are at **7 Tathra Court, Redland Bay, Brisbane**. Any interstate members who happen to be in South East Queensland at the time are most welcome.

**Please let Richard or Sue know if you are coming to allow for catering. Ph: 07 3206 9791**



Volvo 1800-120 Parts - Australia

## Volvo 1800-120 Parts

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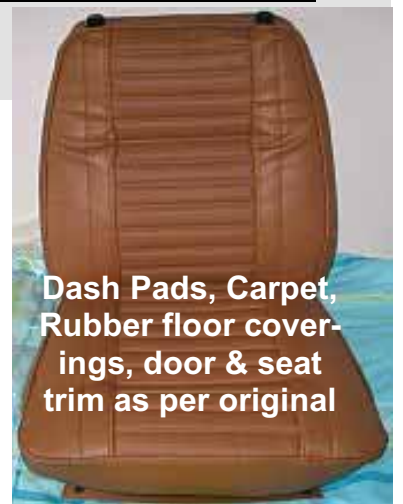
I carry a large range of New parts for 1800 120 140 & 160 series Volvos  
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Engine parts, Gaskets, Suspension,  
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more .....



**Dash Pads, Carpet,  
Rubber floor cover-  
ings, door & seat  
trim as per original**



I have just driven back home to Tweed Heads from Sydney where the 50th Anniversary display at Eastern Creek was in my view a great success. Thanks to the Volvo Club of NSW and its committee and Gerry Lister in particular. It was good to catch up with Irv Gordon and the rest of the 1800 owners down there, some of whom I had only talked to by phone or email.

I drove down in my 1800S, on the Wednesday before the display, with Gavin Janson in his modern car since his 1800S was having a rear end transplant by Gary Comerford (Volpro 0418 736116) in Brisbane. En route we met up with Kel and Angela Gibson at Coffs Harbour (1968 1800S) for coffee. Thanks Angela for the home made almond biscuits. We also caught up with Mike Murphy (123GT) at which time Gavin continued on to Sydney. I was travelling solo from then on and met up with Michael Marczan (1800S) at the donut at Port Macquarie. I have not seen Michael for probably 20 years or so and we talked for almost an hour about 1800s and club members from days gone by. Also Ian Bailey is putting some finishing touches to a red 1800ES at Nambucca Heads which he has to sell very soon. So give him a yell if you're after one Ph: 02 6568 6164.

Saturday morning it was arranged that we meet at Annlyn Motors, the Volvo dealer, in Penrith. I was a bit early getting there since I wasn't sure how long it would take me in Sydney traffic but lo and behold I wasn't the only one! Talk about enthusiasm. There were old and new faces there and a lot of stories to share. Good to meet up at last with another Jensen P1800 owner James Carpenter. I made sure that he was introduced to Fernando Lecuna to compare notes about their two original P1800 cars. John Johnson (Voldat) from Victoria was also there in his lovely white 1800S that should inspire other 1800 owners to polish up their engine bays. The Brabazons and Turners had driven down in their 1800Es from Brisbane although they came down the inland route.

Sunday was just great. Well over 30 1800s and about 20 Volvos from 122s to the latest models were at Eastern Creek. One special solo 1800ES of Marian and Roger Pearson was the lonely ES among the coupes. We had 11 ESs at our Tamworth Rally in 1988. I think some 25 years ago a lot of the cars that are now awaiting restoration, were still registered and on the road and that's why we are having a hard time beating the Tamworth Rally. Maybe in future rallies. Until the next get together. (more in next Rolling issue)  
*George Minassian (photos Walter Gowans 1800E Victoria)*



*Irv with Dana Jennings - best 1800 on the day (1964 1800S)*

*Vic Andrews 1800E*





# New Book - Now Available

## Volvo P1800

from idea to prototype  
and production

By: Kenneth Collander and Mats Eriksson

Book on its own \$65.00

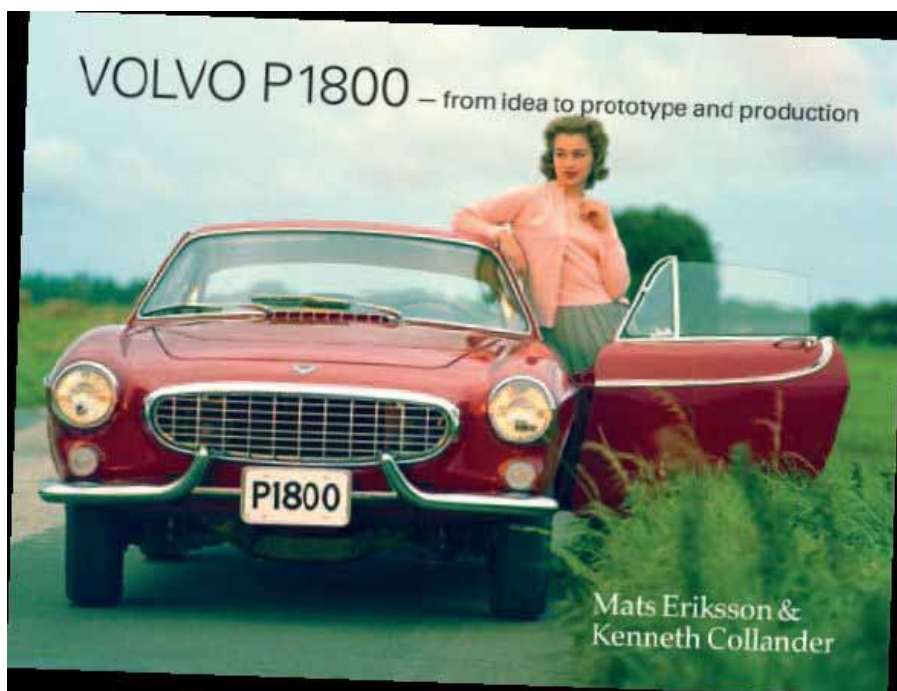
Book with one badge \$95.00

Book with both badges \$125.00

Includes delivery

Volvo 1800-120 Club Inc.

Contact club secretary



Walter Gowans 1800E Victoria



Brad Elliott 1963 P1800S under restoration

## Volvo 1800-120 Club Membership Form

Name: .....

Postal Address: .....

Phone: .....

Email: .....

Car Model: .....

Rego No: .....

Chassis No: .....

Colour code: .....

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**Joining Fee \$5.00 - Membership \$30.00**

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

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

**Volvo 1800/120 Club - National Bank**

**BSB 082837 - Account 833499571**

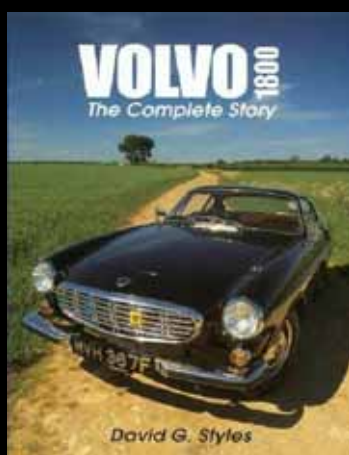
**P.O.Box 6522 Tweed Heads South NSW 2486**

## The Leaving of Perth *by Peter and Bev Henson*

This story should really start with the leaving of Brisbane. Bev and I recently purchased a Volvo Amazon in Perth, some of you will know it as the ex Fiona Robinson 122S from Melbourne, with the plan to drive it across the Nullarbor to our home near Nimbin NSW. We wanted this to be our iconic 'trip across the continent', something that every Aussie should undertake at least once in a lifetime.

Now I must digress...if one is to travel across the big paddock in a mechanical contrivance, one should research the provenance, breeding and design of the device. Is comfort or reliability to be the dominant requirement? Should luxury or ostentation prevail? Would the journey be more meaningful if one endured a bit of pain (camping) along the way? We pondered these questions at length before buying the Amazon, a 1966 model, but we stood in shock and awe as we contemplated the transport options of a family of four, broken down at Caiguna (look it up) on the Nullarbor! Can you believe that crossing the driest continent on earth sitting atop a hybridised motor cycle, conveying all you own and your wife and 2 kids would be anything like a stroll in the park? The basis of this infernal machine was a reliable 1600 VW engine and trans-axle but the rest was definitely suspect. Sadly the VW bits let this guy down, a wheel bearing had collapsed. Just a minor mishap to this Aussie warrior, two days to get parts and not a VW mechanic within a thousand miles! It's this can-do attitude and self-reliance that I admire most about our nation, sadly not so readily observable since the proliferation of electronic devices and McDonalds outlets. This family had already travelled to Darwin in similar style and are making a documentary along the way. Good on 'em.

Back to the leaving of Brissy. We rocked up to the Virgin check-in on Friday 27-7 with all of our bags (carefully weighed on the bathroom scales) and discovered we were 8kgs over the top! Shock-horror, they showed no mercy and \$120.00 lighter we were permitted to advance to the next phase, security checking. Bev argued about the pair of scissors in the essential medical kit and just for good measure, got the full pat down and electronic scanning treatment. Never argue with an airport security person, regardless of gender, nor pat their dogs. With our names being called over the PA we hurried to reach the furthest entry gate in Brisbane Airport and were last to board. Phew!



Volvo 1800 - The complete Story  
By David Styles

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**Or**

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For \$100.00 inc. p&p**

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NSW 2486



Volvo P120 - The Amazon Series  
By Dieter Gunther



Virgin flicked us over to Perth in 6 hrs and we landed in rain and turbulence, not a good omen. We cabbled it to the Old Swede's workshop where the Amazon had been checked over in preparation for our crossing. The rain eased. Our car looked great!

I screwed the new plates on and we drove into Perth City and over-nighted at Aaron's, meeting an old RAAF friend at Miss Maud's for dinner. If you travel to Perth, write down these two locations. Aarons is a quaint older hotel, not expensive, the rooms are all converted broom cupboards and Maud's is a delightful Swedish (note the Volvo connection) smorgasbord restaurant just across the street. They are both licensed. No driving is involved at the end of an evening out. Thank goodness!

Saturday we headed for Nannup, yes, the first of the many 'ups' we were to encounter on our way and stayed overnight in a delightful English themed guesthouse run by Louise and Chris Stokes and family, the previous owners of our Amazon, stopping at Mandurah (the west is all strange names) for supplies. Mandurah is a dormitory city for Perth and is connected by a fast train that runs in the centre of the freeway. Stunning use of a transport corridor. Eastern planners take note!

Sunday we headed off fully loaded and drove into the southern inland of WA passing through the remnants of the wonderful but depleted Karri forests and whole groves of stunning wildflowers including all the WA Banksias and Xanthorrhoea to reach Denmark and visit a wine shop to buy a few local vintages. The best cold climate whites in Australia are made in this area, ask me! And, they are not available at Dan Murphy's or Liquorland. We reached Albany at dusk in rain with strong wind gusts that had destroyed some trees so stayed in a motel and whilst dining there, met a visiting American from Houston, Texas who lives just a few streets away from our Son's family. Talk about degrees of separation, we have just returned from eight weeks of grandson minding in Houston. Loved it!

Monday we drove through Esperance and saw the country change from forest and rolling green grazing paddocks to dry scrub and stunted eucalypts. Water was starting to get scarce. We carried plenty in bottles purchased at our provision stop in Mandurah. We camped out at Ten Mile Rocks east of Norseman for our first real night of the trip. Unfortunately, travellers crossing the Nullarbor are similar to Aussie travellers in NSW, QLD and elsewhere, very untidy. The designated camp area was filthy, scrub smashed down, toilets unusable. WA tourism take note and fix this up. Its not a good look.

By now the country was looking dry, a bit desolate even, stunted trees and scrub that have an angle induced by the prevailing winds. Few birds, no animals, no road kill but plenty of warnings identifying camels, emu, kangaroo, wombats and other livestock that wander the area. The wild flowers consisted of ground covers in shades of mauves and pinks growing in sandy soil and saltbush, different shades and shapes. Some we thought were sheep grazing. Might have been the petrol fumes, Amazons can leak a bit! Traffic was sparse. B Doubles and triples went through at night and I must say that truckies and other road users were friendly and considerate. Even caravan tow-errs! The road is in very good condition, sealed of course and the surface very even. NSW could look at how the Sand Gropers and Crow Eaters maintain their road system and try to improve our roads. Where have I read this before?

*Continued next page*



By the road side at Eucla



*The West Australian Desert Clay Pan*

Bev and I love the West. It's still very Australian, remote even. The scenery could be described as plain and uninteresting but it is ever changing and one has time to observe the colours and texture of the landscape, uninterrupted by TV or radio or any other external distraction.

The speedo in the Amazon is like a pianola, as you go faster a sort of tape unrolls and sits under the indicated mileage. I found it fascinating but guessing the speed in clicks was disconcerting. I just knew that 62mph was 100clicks, the rest I just guessed.

The road widens from time to time and one sees signs advising that the section ahead is used as an airstrip by the RFDS and I imagine the Police. I suppose anyone could land an aircraft on the road. Emergency telephones are placed at strategic points across the Nullarbor and elsewhere. At Balladonia we saw a display of wreckage that rained down from space in 1979. It was the former Skylab project. Some thought it was visitors from Mars!

Tuesday we camped at the Nullarbor roadhouse where the son of a former panel beater greeted us. His Dad had made a career out of repairing battered Volvos, owned by people who bought 'the worlds safest car' rather than improve their driving skills! I had my Volvo leather hat on when I paid for the fuel so I copped both barrels from this Aussie wit. We had an almost sleepless night here, there's a big generator that runs 24/7 to supply a desalinisation plant that produces water you couldn't drink and water you shouldn't drink! It was in this area that I was pulled over and breathalysed. Un-bloody-believable!

Wednesday we reached Penong, another lovely Australian named town and probably the beginning of the less arid zone and an introduction to civilisation and the order that human beings impose on the natural landscape with school signs and flashing lights and so on. Green fields and cultivation. It's also known as the windmill town, you can't miss them. We headed for Ceduna and were pleasantly surprised by this lovely clean little town by the Southern Ocean. So impressed we decided to stay and found a converted shipping container to book into and a great local hotel to dine at. Great seafood. It was Bev's birthday so we lashed out and enjoyed a few drinks with dinner.

Thursday drove through to Streaky Bay. If you do this trip you simply must take this short detour. We arrived about 7.00am; the Town was just waking up. It's still simply a fishing village, just like the ones we used to have along the coast of VIC, NSW & QLD.

Moving right along through lovely small mallee towns, long established grain agriculture and huge silos dominate the region. We passed 'The Big (bedraggled) Parrot' somewhere. Things were starting to run to-



gether. The drive to Pt Augusta was dominated by the view of Iron Knob where man, not nature, has sculpted the whole mountain range. I didn't stop but it's obviously a point of interest for travellers.

Pt Augusta was a welcome stop and our strange little purple number plates attracted attention from local police but no delay. Finally found our way up and over Horrock's Pass and headed for Broken Hill which we reached at 7:00pm, having seen almost no road kill and no wild life. Peterborough would have been an interesting stop. They have a rail museum of some repute and some nice sandstone, it looks very South Australian.

In Broken Hill we just ate and slept. We were on the downhill run now. Wilcannia was a fuel stop. Sad little town slowly eroding back into the desert. Could be a great spot to become a focus of history of early settlement, lovely old sandstone buildings and a river crossing. Sadly I fear it will end up as piles of rocks and sheets of rusty iron inhabited by scroungers. Overnighted at Narrabri. The Club Motel, highly recommended, and watched young carnivores devouring huge chunks of meat and 'Dinosaur' bones in the restaurant of the local bowling club. Our meal was simpler and enjoyable.

We stopped in at the Inverell Motor Museum, worth a visit and the town has an active car club. My local club will visit here next year. Drove through to Tenterfield and enjoyed the obligatory hot meat pie that this Town is famous for. My local car club will visit here later this year to sample Granite Belt wines and hospitality.

We reached home near Nimbin NSW at 5pm having covered 4,703kms in 6 days and used 700litres of fuel and 10L of oil! No mechanical problems or tyre problems. Our speed was a constant 62mph (100klmh) on the Amazon's pianola roll!

Next day, Sunday, I took the car into Lismore to display at our local car show and received the prize for the longest journey by an entrant. The Amazon won by 4,200kms!

Most memorable point of the trip . . .the view of the 'bight' from Eucla Headland. It's absolutely stunning!

Would we do it all again? You bet we would! Peter and Bev Henson. Aug 2011.



# 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: Full set of electric window switches to suit 700/900 Volvos. Driver's door master switch



is complete & includes mirror switches. Other 3 switches do not include their surrounds. Fine working order. \$30. Phone Brad on 0424 056 190 or email: wightnineforty@hotmail.com (QLD)

**1973 144.** Good body and interior. No rust. Mustard yellow. Cylinder head removed and auto trans needs work. Single carb but was FI at some time (injectors still in head). Suit restoration or parts. Car located in Kilmore VIC. \$300. Phone Michael 03-5781-1143

**1985 240GL.** Auto, 277,000 km. 2nd owner. Dual fuel. Gold with brown interior. Good condition inside and out. 9 months rego. \$1000 ono. Glen Iris, VIC. Phone John 03-9885-6202

**1987 360GLT.** Genuine 130,000 km. Full service history. Well maintained.



2 Owners since new. Suit collector. Phone Geoff: 0419-950-733 (Perth)

**WANTED:** Front/Rear swaybars of 23mm/21mm respectively for my

1985 240 GLE. Please contact Hugh Shorten 0448 503 487 or email [hughshorten@bigpond.com](mailto:hughshorten@bigpond.com)

**1960 PV 210 Duett**, B16. Believed to be the only one in the country.



Very rare worldwide. Over \$6000 spent on engine. Been in storage for 5 years. Too many cars, ran out of space. \$10,000. Please phone Darrell 08-9451-6117 for any further information. (Perth)

**WANTED:** well maintained older Volvo to use as a day to day 'runabout'. The cost needs to be between \$5-7K. Should NOT need any urgent repairs but needs to be in really good running order with NO RUST and good paintwork. If there is a good later model for a little more I'll be interested. Email Gamani: [alwisg22@iinet.net.au](mailto:alwisg22@iinet.net.au) (NSW)

**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. Memento - 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

**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 we have the **Volvo replica**



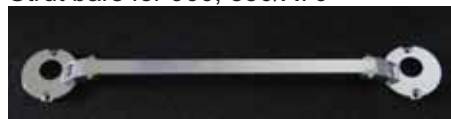
**bumper stripe kits** in stock from Volvogue. (see ad elsewhere in the magazine). This company also makes the "shadow" strips (under the windows / c-pillar) new (parts are discontinued from Volvo). Hopefully we can get a wood-grain look dash kit which is on the drawing board for the 200 series soon 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](mailto:marsboys@tpg.com.au)

**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**

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[mark@vptuning.com.au](mailto:mark@vptuning.com.au)

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<p><b><u>Membership Type:</u></b></p> <p>( <input type="checkbox"/> ) Adult Membership (\$40)</p> <p>( <input type="checkbox"/> ) Student/Pensioner (\$20)</p>	<p><b><u>Payment Details:</u></b> <b>Amount paid \$</b>.....</p> <p>( <input type="checkbox"/> ) CHEQUE ( <input type="checkbox"/> ) MONEY ORDER ( <input type="checkbox"/> ) OTHER.....</p> <p>( <input type="checkbox"/> ) DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria 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. For information about your membership please contact the Membership Secretary Greg Sievert on 03-9397-5976 (AH) or email <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></p>																															
<p align="center">Please send this form with payment or direct deposit receipt to: <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b> If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></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:** John Johnson's concours-winning 1800S. Photo submitted by Mark Richardson. Re-touching and "Saint" image added by John Ware.

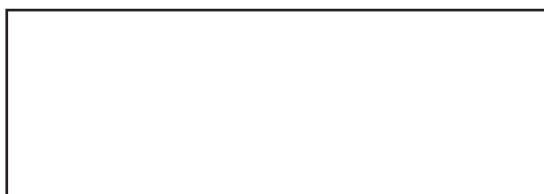
If undeliverable return to:  
Volvo Club of Victoria  
PO Box 3011  
MOORABBIN EAST VIC 3189

Rolling Australia

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