

# AUSTRALIA #199

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# VOLVO CLUBS MEMBER MAGAZINE







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# ROLLING AUSTRALIA

November/December 2011, Issue No. 199

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

## MARKETING & CORPORATE ADVERTISING

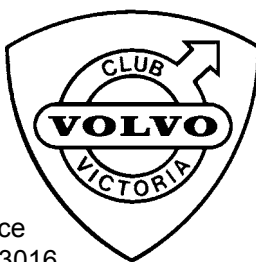
CONTACT THE EDITOR  
for standard ad rates & other ideas

## DEADLINE FOR SUBMISSIONS

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

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## CONTENTS:

- 2 VIC Calendar of Events
- 3 President's Prattle & 242GT/262C Register
- 4 The Editor's Desk: *There's No Place Like Home*
- 4 Membership & Treasurer's Report
- 6 Volvo Club of South Australia Pages
- 7 Volvo Club of Victoria Events Coverage
- 12 Volvo Club of NSW Pages
- 20 "Return of The Saint" Colour Centrefold  
(Sponsored by the Volvo Club of NSW)
- 22 Vehicle Profile: *Rex Sneyd 1800E*
- 24 Volvo 1800/120 Club Australia Pages
- 30 Volvo Club of Queensland Pages
- 31 Vehicle Profile: *the Beb Fox 142S*
- 32 240/260 Register Report: *Fuel System Tips*
- 36 Brickbats & Bouquets: *Improvements?*
- 38 Classified Ads: Cars & Parts
- 40 Volvo Club of Victoria Membership Form
- 41 Volvo Australian Dealer Listing

## HAPPY HOLIDAYS!

**Next edition: special front cover and articles to commemorate the 40th anniversary of the 1800ES. If you have related stories or photos, email to the Editor for inclusion!**

**ON THE FRONT COVER:** Memories of the "Return of the Saint" event, Eastern Creek, NSW. Photos provided by various club members (thank you all!) 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 Events Calendar

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

Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8:00PM at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.

**NIGHT MEETING VENUE:** We'll be back in our original venue (332 Burke Rd, Glen Iris) starting in February.

**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. Time: 12:00 for 12:30 seating. Location: Waverley RSL, 161 Coleman Parade, Glen Waverley VIC 3150. The cost (partly subsidised by the club) is \$35 for the 3-course meal (entree sharing platter, choice of main, dessert), and includes soft drinks/tea/coffee. Please RSVP as soon as possible (no later than 20th November) to Lance Phillips so we can confirm table places.

**DECEMBER 7th (Wednesday)**  
7:00PM Night Meeting and BBQ at VOLDAT, 46 Roberna St., Moorabbin. 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!

**JANUARY 15th (Sunday)**  
RACV Great Australian Rally -

Melbourne to Mornington. Entry fee \$35 (pre-paid by 7th Jan) or \$45 on the day. More info/entry forms: [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au)

**JANUARY 26th (Thursday)**  
Australia Day classic vehicle display - King's Domain park. Entries are closed already, but come along to see all the great cars and entertainment on the day.

**FEBRUARY 1st (Wednesday)**  
8:00PM Night Meeting (venue 332 Burke Rd, Glen Iris). Guest Speaker from Victoria Police.

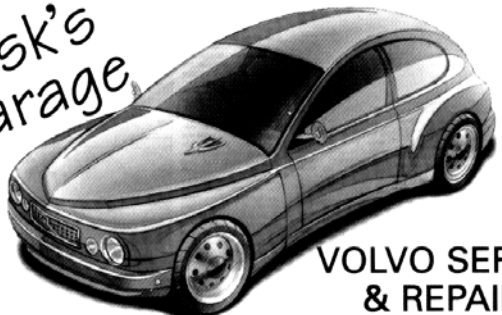

**FEBRUARY 12th (Sunday)**  
Picnic at Hanging Rock car display day. \$20 per car entry; Display cars must be 25 years old to enter, otherwise you will be directed to the spectators entrance. More info [www.mradmc.com.au](http://www.mradmc.com.au)

**MARCH 7th (Wednesday)**  
8:00PM Night Meeting. Guest Speaker discussing a new paint process for automotive components.

**APRIL 4th (Wednesday)**  
8:00PM Night Meeting. Guest Speaker: [www.volvovic.org.au](http://www.volvovic.org.au)

**APRIL 29th (Sunday)**  
**MARK YOUR CALENDARS NOW!!**  
**Volvo Club of Victoria annual Display Day, in conjunction with the RACV Classic Showcase,** Flemington Racecourse Nursery Car Park. This is our club's big day out - give your car a wash and bring it along to proudly display! Free BBQ for all club members. We usually have over 40 cars on show - the more the merrier. There are hundreds of British and European cars on display at the event, along with entertainment, food and other vendors, so plenty to see and do for the whole family. Display cars to arrive at 9AM, gates open to the public at 10AM. Admission: \$13 for display car (incl. passengers) pre-booked through the club, or \$16 on the day. More info [www.aomcclassicshowcase.com.au](http://www.aomcclassicshowcase.com.au)

Magazine printed by club member Rick Robey @ Fairkote:



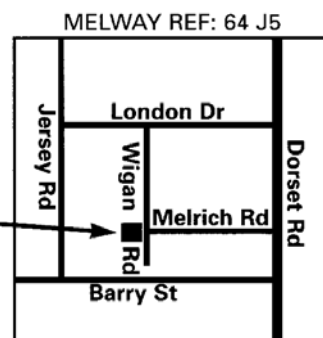
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# President's Prattle

LANCE PHILLIPS

p: 03-9707-2724

e: lancephil@bigpond.com

Although our Night Meeting venue has been renovated we have opted to stay at Saxby Rd for the last few meetings of the year. We start off February back at the Sth Camberwell Tennis Club Rooms in February 2012.

The Dyno Day did not have many starters for the machine although it was good to see two Saab Club members participate. Several of us did not need to have our cars tested but came along as support. We need to look at future days and decide what suits the members best.

The other event in September showed what being in a Club is all about with the camaraderie between members on the Bay to Birdwood. I had picked up Robert Bakker from Melbourne and set off for the meeting point at Ballan. All was going well until the morning tea stop at Ararat. First of all Mark's 122 wagon developed a carby leak which with help and advice from other members was sorted. The 6 cars in convoy started up and headed off with my 142 as tail end Charlie. Unfortunately I only proceeded 10 metres or so when I stopped –damn!

When I did not catch up I received a phone call asking "where I was". The others returned to see what the problem was. It turned out to be fuel problems. Anyway, several cars were

sent on as we did not need 12 or more "mechanics". After some discussions and testing it was decided to replace the fuel pump with Len's new spare. The fuel pump part worked but the arm and spacer did not mate correctly causing the spacer to crack resulting in an oil bath of the motor and underneath the car for the rest of the trip to Adelaide. It was a small price to pay to be back on the road.

**I would like to thank everyone from Victoria and South Australia who helped in some way to get me mobile again.** The leak was fixed with Craig's help in Adelaide and a donor spacer from Alexander. The Bay to Birdwood on the Sunday was uneventful car wise. The "fuel" problem was actually a combination of things including a blocked breather pipe & dented fuel tank. These two were I believe the root cause of the problems I had.

I am sure there will be a report on the weekend elsewhere in this issue.

I would like to thank Robert for once again coming down from Qld to be a part of the event which culminated in his being offered the drive in one of Ken Bayly's 122S.

On behalf of the Victoria crew I would like to thank the South Aussie Club for their hospitality once again as it was really appreciated. We are planning an S.A. /Vic Weekend probably in Swan Hill in 2012 so we



look forward to that.

9 cars from our Club made the trip to Birdwood this year. John Johnson made it into the top 10 again in the concourse but was pipped by a Ford Fairlane from Swan Hill.

By the time you read this *Motorclassica* will have been held with John's 1800S being accepted into the Concourse inside the Exhibition Buildings – well done John. We will have had a good Club display on the outside.

I look forward to the last few events of the year and hope for a good roll up.

**I wish one and all a Very Happy, Safe Christmas and New Year and see you all in 2012!**

Regards,  
Lance Phillips

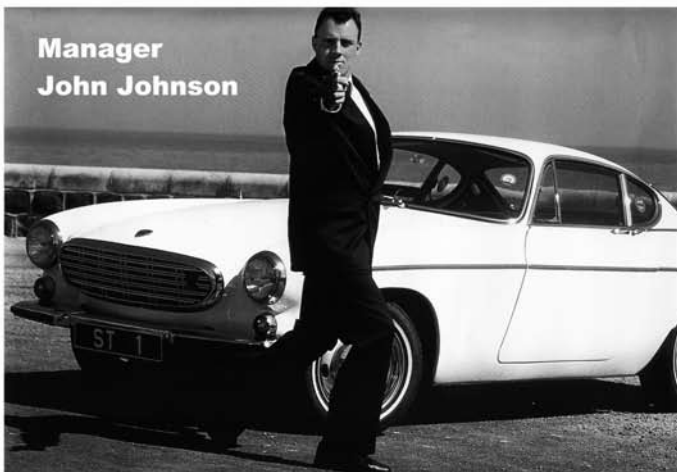
## 242GT and 262C Register

I feel there has been some resurgence of interest in the 242GT of late. This is apparent by the number of calls received on cars that have been advertised for sale in all price categories.

(Continued on Page 5)



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# The Editor's Desk:

## *There's No Place Like Home*

GREG SIEVERT

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It seems like once again I'm racing to get the magazine put together, this time after just returning from South Korea (for work). As we have plenty of material, I'll try to keep my column to one page for a change! While on the topic of travels, how often do you stop to think how lucky we are to live in Australia? Going overseas is a great experience, but it's always great to get home to our blue sky, clean air and (relatively) uncongested cities with their ample green spaces and varied architecture. I appreciate being able to travel (whether for work or holidays) and experiencing other cultures, geography and climates, but there's no place like home!

The real eye-openers are some of the mega-cities like Seoul (my recent trip) and Shanghai (some years back) where you rarely see the blue sky for all the pollution. People are living on top of each other in endless high-rise apartment blocks, traffic is unbelievable, and I didn't see or hear a single bird in either city (maybe we should be thankful for pigeons?) In Seoul, it seemed like half the cars were Hyundais, and the other half Kias (Kia is owned by Hyundai). There's nothing wrong with that (maybe it's patriotism - or high import tariffs?), but when 99.5% of the cars are silver, white or black, it gets pretty doggone boring! I did see several Volvos (mostly C30s and S80s). Nice to get back to AUS and see some red, yellow, orange and bright green cars again, although they're probably a rarity here too. Speaking of rare, I was looking on carsales.com.au (my favourite new/used car sales web site) and did a quick survey of the Volvos with manual transmissions for sale. The stats don't lie - if you want a manual Volvo, there's not much choice! Of the 1421 Volvos listed, only 67 are manuals (that's less than 5%) and of those with manual transmission, nearly half (29) are C30s! See chart comparing carsales.com.au listings for other makes compared to Volvo - interesting to see how few manual Volvos there are (percentage-wise) vs. the other makes - may be a sign of the times that Australians are going the way of the USA (with many cars there not even being offered with manual transmissions any more). At least we still have wagons available! Note there are some anomalies, such as Mercedes,

where most of the manual vehicles are the Vito and Sprinter vans, so you have to do a bit more digging to get to the bottom of the data...

Enjoy the great NSW "Return of the Saint" event coverage and colour centrefold (courtesy of the



### Search by Transmission Type:

| Make                            | Automatic   | Manual    | % Manual   |
|---------------------------------|-------------|-----------|------------|
| <b>Volvo</b>                    | <b>1354</b> | <b>67</b> | <b>4.7</b> |
| Mercedes                        | 5290        | 408       | 7.2        |
| BMW                             | 6176        | 825       | 11.8       |
| Ford                            | 17895       | 5955      | 25.0       |
| Holden                          | 22717       | 9672      | 29.9       |
| Toyota                          | 18851       | 8714      | 31.6       |
| VW                              | 5320        | 2527      | 32.2       |
| Mitsubishi                      | 7365        | 4435      | 37.6       |
| Mazda                           | 6388        | 5335      | 45.5       |
| Nissan                          | 6923        | 5902      | 46.0       |
| All vehicles on carsales.com.au | 135933      | 66102     | 32.7       |

NSW club) in this edition. We also have coverage of the recent Bay to Birdwood event in South Australia (thanks to the SA club for their hospitality!) 'Tis the season to get your classic Volvo out for a drive now that the weather is warming up. Since this is the last edition of Rolling before the New Year, I'd like to wish everyone a happy holiday season on behalf of all the club committee members. Stay safe and arrive alive in 2012!

Regards,

*Greg Sievert, Editor, Rolling Australia*

### WELCOME NEW MEMBERS!

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

**Paul & Rachel Bowman (S60R, S70T5)**

**Leona Clarke (P1800S)**

As of October 2011, the club has 193 members, with 12 having outstanding membership payments due. Note you should receive a renewal form in your magazine when your membership is due to expire. There's also an expiry date on your mailing label on the back of the magazine.

Payment can be made by cheque, cash (at the night meeting) or direct

deposit (details on the renewal form - be sure to include your member number and name on the direct deposit memo). Your new membership card will be posted out with the next magazine following receipt of your renewal payment.

Remember, if you have a car on Victorian club (CH) plates 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 were also reprinted on Pg. 14 of the Sep/Oct 2011 magazine.

If you have any questions about your club membership status, please contact the membership secretary, Greg Sievert on 03-9397-5976 or 0401-713-595, or email greg.sievert@gmail.com.

### MAGAZINE POSTAGE

Notice to members of all clubs: for magazine delivery issues please contact the Editor and also your club's membership secretary; if you're receiving duplicate magazines, please advise the Editor.

### TREASURER'S REPORT

ADRIAN BEAVIS 0402-203-437 (AH)

Bank balance at 28 August 2011: \$7, The Treasurer's report this issue has a summary of the Auditors report for the last financial year. But before looking at it, the current finances are looking robust, with \$4,835.88 credit in the club's bank account (as of October 10, 2011).

The auditor - Jim Dix - found that the net operating profit for the year was \$2,442, which compared with a loss of \$2,579 in 2009-10. Specifically, there was total income of \$20,846 in 2010-11 compared with \$11,321 the previous year, and total expenditure of \$18,404 in 2010-11 compared with \$13,900 the year before.

The large difference in the result reflects between the two financial years, in my view, the different time of receipt of monies around the end of the financial year when advertising renewals full due.

For the rest of the year I shall be

bringing copies of the auditor's report to club meetings, or if you are unable to attend these let me know and I will post you a copy so you can see the detail.

Away from finances and onto some local chat; the 240 GLE wagon had a whole 25 metre gum tree land on it recently, the second hit it has taken this year from a tree. Despite the tonnage of wood that landed on the family work horse, there is a slim chance it may not be a write off ... all the doors still open easily, no broken glass but a pretty ugly roof rack. The interior has section a little lower than normal, which stops me wearing my hat in it.

Adrian

### 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). John Johnson at Voldat also has them available for sale, or you can pay for stickers when you renew your membership and they will be posted out with your next magazine and membership card.

### MYSTERY CAR

This month's "Mystery Car" photo was submitted by Kevin Greenaway. Can you identify the make and model?



Last edition's mystery car was a Nissan Figaro (Simon Barnett from Victoria correctly identified it, saying the Nissan made them from about 1999-2000, and that it was one of the first of the multi-national companies to throw out a retro-style car.)

### 242GT Register (Continued)

One very nice example is heading to N.S.W. after a short stay in Victoria since being purchased in W.A.

I picked up a project car to help a chap out and this has been sold to a Club member so I look forward to its progress in time to come. There

are other projects being done as well. Some in standard form and others with engine changes.

Another two were recently sold on eBay plus another two changed owners in Queensland.

I am awaiting details of some other cars that I heard of recently and sent forms to their owners.

Craig in Adelaide is working on getting some of "his fleet" ready to sell as 6 GTs in the yard is a bit much, although the grass does not need mowing!! I was eyeing off another one but the 142 has taken priority for now. Hopefully a NSW member will take it on as a project.

I am currently reading a U.S. article on putting an S60R 5-cylinder motor into a 240 GT body. I will see if I can get permission to run the article in the next issue.

My 242GT ran very well on the trip to Sydney recently and even better on way back. It needed a nice run to clean out the cobwebs. It was good to catch up with Vic Kalgovas with his GT at Eastern Creek.

The GT/Bertone outing is still being organised probably for early 2012 now.

Regards,  
Lance Phillips

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**NOTE: All SA Club-related**

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to Craig Rasmussen

craig.s.rasmussen@team.telstra.com



# Volvo Club of SA Pages

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

## 2011 Events Calendar

### November

- 11 Club Meeting  
7.30pm – Glandore Community Centre
- 12 Christmas Pageant

### December

- 18 Christmas Lunch  
12.00 noon - Rivabella  
Ristorante Caffe 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.

catch a glimpse as we passed by.

We arrived at the destination grounds just shy of noon, where lunch and festival celebrations took place. Elvis impersonator Mark Anthony was the main music attraction and there had been reported sightings of Alexander on the dance floor!

Volvo was the flavour of the day with John Johnson's sparkling white P1800 giving competitors a good run for their money in the *Concours d'Elegance*. Congratulations to John, who was one of the top 10 finalists!



## Bay to Birdwood - 2011

On 25th September 2011, South Australia held its bi-annual Bay to Birdwood Classic vehicle run.

Cruising the 72km route from Barrett Reserve near Glenelg to the home of the National Motor Museum at Birdwood were 1808 vehicles manufactured between 1 January 1956 and 31 December 1977. A total of 16 participating vehicles were Club members' Volvos, with 9 of those being from Victoria.

The Volvo line-up included 7 x 122, 5 x 1800, 2 x 144, a 164, and just squeaking in was a '77 245. To ensure our vehicles were together, we commenced with a 6:30 am rendezvous and then 'rolled Volvo style' to the breakfast/starting grounds, arriving just prior to 7am.

Unfortunately, our convoy line was 'marshalled' out of order, possibly by Volvo shape confusion. Although it was a nice warm morning, with perfect fishing conditions, we had better things on our minds. Engines restarted at approximately 9:20 am and we were off, bound for the National Motor Museum in Birdwood.

A good few thousand spectators, young and old lined the streets to





Classic in 2013.  
*Michael Bombardieri*

**Can you spot your Volvo?** Visit the Bay to Birdwood on Facebook or at [www.epsomrdstudios.com.au](http://www.epsomrdstudios.com.au) and click on "2011 Bay to Birdwood".



Thanks to everyone who attended and apologies to Helen who had spent the day before baking cupcakes and was alarmed to find out that someone had forgotten to bring them. *(They were good too! Made a handy afternoon smoko when a dozen or so blokes descended on my place after the return trip back from Birdwood - CSR).*

Thanks also to Helen and Ken for organising the Saturday night dinner venue and raffle.

We hope that all interstate Members enjoyed their time in South Australia and we welcome their safe return for the next Bay to Birdwood



## Bay to Birdwood Classic 2011



# VIC Events Coverage

## Dyno Day - AVD Turbo World

As Lance mentioned in his President's Report, we had only a small turn-out for the dyno day. Probably a couple factors involved (including a late change of venue and the fact that our prior dyno day was only earlier in the year). It was a brilliant day regardless, and we had five Volvos and two Saabs on



the machine. Thank you to Mark Iceton for organising, and for the guys at AVD Turbo World in Hallam for their hard work on the day.



taking some nine and a half hours with a few short breaks and fuel stops in between. Car was comfortable and handled the journey well - fuel consumption averaging around 9.3

litres per 100km.

Met up with Lance Phillips, John Johnson, Len Ward, Mark Richardson and Mark Iceton for drinks, dinner and a few laughs after arriving at the Chifley Hotel.

Saturday morning - cars were given the once-over before heading to the 1800 - 50th Anniversary display.

A great day was to be had with

| Dyno Day Results - AVD Turbo World |           |       |
|------------------------------------|-----------|-------|
| 17 September 2011                  |           |       |
| Owner                              | Model     | kW    |
| John Johnson                       | 850T5R    | 153.2 |
| Peter H                            | 9000      | N/A   |
| Mark Iceton                        | 960       | 87.5  |
| Dion Nowatzky                      | 960       | 79.5  |
| Carlos                             | 9000 Aero | 106.5 |
| Heino Nowatzky                     | S70R      | 105   |
| Daniel                             | 850R      | 122.3 |

## Return of the Saint - Eastern Creek - Victorian Perspectives

Dad and I departed Melbourne 7am in 1800E for the Eastern Creek Classic.

The drive up was great - but long,



**Mark Iceton, Irv Gordon & Mark Richardson**



some 20 plus 1800s having made the journey from various states around the country. Irv Gordon was rather impressed with the condition of the cars and owner's dedication to the marque, and was quite happy to converse with everybody.

There were many other makes, both European and American also on display which appealed the viewing public.

Display cars were allowed a circuit of the racetrack, which was in good spirit of the event. Twenty or so 1800s on any racetrack are seldom seen, and drivers certainly enjoyed the experience.

The classic wrapped up around 4pm, with Vic. Club members having a few happy snaps taken with Irv.

Dad and I decided to hit the road - make a little ground and the return trip a bit easier. We made Yass in about 2½ hours where we stayed the night. The seven-hour drive home the



**Irv Gordon with John Johnson (above left)**

**Walter Gowans with Irv (immediate left)**



Mark Iceton "hamming it up" on the bonnet of his 262C



Mark Iceton & Mark Richardson riding in a double-decker bus



John Johnson and Mark Iceton



following day made for a much easier run, topping off a great weekend had at Eastern Creek. Gerard Gowans



The Eastern Creek Raceway east of Sydney was the venue for the CMC [Council of Motoring Clubs] annual Shannons Display of Vintage and Classic and some modern cars featuring around 1500 plus cars.



This day was also chosen by the New South Wales Volvo Club to celebrate the 50th Anniversary of the P1800.

The Victorian Club contingent consisted of John Johnson in his 1800

### The event:

Saturday morning started off with a great breakfast put on by the staff of Annlyn Motors in Penrith which



Irv, Wayne Coles & John Johnson

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**Lance and Irv with a drawing  
Lance's son Ashley did for Irv**

but still fun].

The general consensus of our members was that it was a good weekend with the opportunity



to meet Irv Gordon for those who had not met him with a great display of Classic Cars of all makes thrown in to the mix. Most of the pits had people selling all sorts of things. There

were also a number of

coffee and food stands to quell the thirst and stave off the hunger.

As entrants, part of our entry fee went to a lunch in one of the Corporate Suites up above the pits which was all very nice and an opportunity to sit down and chat for a while.

Gerard Gowans took a lot of great photos of the event.

We thank the NSW Volvo Club for their organisation of a great event. It was well worth the trip up.

On a personal note it was a good opportunity to catch up with interstate club friends that I had not seen for a while which is always enjoyable.

Lance Phillips

### **Bay to Birdwood Classic**

Lance wrote a bit about the Bay to Birdwood event, and there's also coverage in the SA club section, so I'll keep this brief. We had a great time and thank the SA club for their hospitality, and thank you to the event organisers for a well-run day. The journey over from Melbourne wasn't 100% smooth, with a couple cars having fuel problems at the breakfast stop. Being of the fuel injection era, I blame it on carburettors - the antiquated devices that they are! What they lack in sophistication they make up for in simplicity of repair, so we were on the road again without too much delay. I enjoyed having Kevin Holden as my passenger for this trip, and I don't think I ever had to rely on him to tell me if it was safe to overtake as there always seemed to be an overtaking lane when we needed it. Driving a LHD car in Australia isn't much of a problem for me - probably because I learned on LHD.

Mark Icton was driving my ex - the



**Mark's 121 was the first to have fuel issues (above), to be followed shortly by Lance's 142 (below)**



**Unfortunately Walter's injected 1800ES had some fuel issues as well...**



**Walter & Kevin check out what's left of an 1800 "parts car"**

121 wagon - and had Dion Nowatzky as a passenger. They appeared to be having fun with Mark's inflatable "girlfriend" named Veronica. I only became slightly concerned when her head, arms and upper torso were hanging out the passenger side window as they overtook us once. If "she" had managed to get sucked out of the 121 and landed on my windscreen, how would I explain to the insurance company that I ran off the road while my vision was obscured by an inflatable doll?

was organised by Gerry Lister. We thank John Dunn, his family and staff of Annlyn for their hospitality. It was also a chance for people to meet Irv Gordon, the celebrity guest for the weekend. Irv is heading towards 3 million miles in his 1966 1800S

The bonus for the Victorians and Queenslanders was the use of the Annlyn Motors car wash which was also appreciated to get the highway grime off our cars.

The afternoon was free. Some visited a model shop in the city and I had the opportunity to spend time with Irv over coffee. Others just relaxed.

We were concerned about the weather but it turned out for the better. The gates to the raceway opened at 7am and cars started arriving to their designated areas.

The 1800s were given pride of place on the pit lane along with some other cars celebrating anniversaries as well as the Concourse Cars. A total of around 30 were on display which when viewed from upstairs was a sight to see.

The remaining 20 odd Volvos were situated behind the pit occupied by the NSW Club Committee who were registering entrants and selling merchandise.

Overall the Volvos had in excess of 50 on display which won the Club the "Best Club Display" awarded by the CMC - top effort.

One of the highlights of the day for some was a ride around the track in a double decker bus. For others it was the chance to take our cars on the track for a couple of parade laps [unfortunately it was the short track



**Mark Iceton & the 121 wagon at the starting point**



**Simon Barnett's 122S 2-door sedan**



The weather on the day of the event was fantastic (in fact it was nice for the whole trip). On the drive back from Birdwood, we took a scenic route and stopped at Craig Rasmussen's place to ogle

his 242GT collection, and we were treated to the cupcakes referred to in the SA club section. Thank you Craig (and Helen) - they were yummy! We also dropped by Alexander's place to see his various Volvos and other eclectic collectables. One of his latest acquisitions is a Bedford bus. Not sure what the neighbours must think of that, as it sits in the front garden!

The trip home came all too soon, and was quick and uneventful with just three



**John's P1800S in the Concours**

cars in convoy (Heino, Chris and Thorben in the 164E, Mark and Dion in the 121 wagon and Kevin & me the 1800ES).  
*Greg Sievert*



**Len & Walter with Len's 122 - the engine bay still looks as new!**



**Heino & Chris's 164E**



**John Grant's 122S**



**Walter's ES (fore)/Greg's ES (aft)**



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# Volvo Car Club of NSW Inc.

## President's Message

It was really good to catch up with some of the interstate members from the other Volvo Clubs around Australia when we held the P1800 50<sup>th</sup> Anniversary Rally at Eastern Creek Sydney.



It was a proud moment to see so many P1800 all lined up in a line on Pit Lane as Ralph tried to direct the members into their position just like if he was at work at the car yard only the members were not too sure what he meant with his hand signals.

The Volvo display also won a trophy for best Car Club display on the day which again was a huge surprise and the trophy was presented to us by Irv Gordon.

The appearance of Irv Gordon during the day was fantastic, everybody was really interested in his story about his 1800 and quite a few people gathered around him to ask questions etc after the presentation, and I am sure he was very proud of his achievements.

When I spoke to Irv about what he thought about the day he mentioned that he had been to a lot of car shows in his life but nothing like this one.

The day ran like clockwork and I am sure lots of other interstate members would like to come back year after year for the event.

As we approach the end of yet another year I would like to take this opportunity to thank my wonderful committee members who have worked so tirelessly throughout 2011.

First of all Julie Williams for her super work as secretary and magazine co-ordinator as well as finalising the 50<sup>th</sup> Anniversary Rally.

Gerry Lister who spent quite a lot of time and overseas phone calls when he organised for Irv Gordon to come out to Australia for the celebrations of the P1800 50<sup>th</sup> Anniversary Rally in Sydney.

Ted Warner for keeping such a tight budget and making sure we don't over spend so the club has a strong start to the following years to come.

Terry Thompson who tirelessly organises events for the motor clubs to enjoy and we are very privilege to be invited to so many events, especially the biggest event of the year The Shannon's Eastern Creek Classic Display day.

John Grist our social co-ordinator who goes to a lot of trouble searching for events for all of our members and if anybody has ever done that job it is not easy trying to get members to turn up on the day of the event as well as travelling to the sites to make sure that everything will be ok on the day.

## Committee 2011



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Dani Neale

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#### SECRETARY / MAGAZINE EDITOR

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Danny our Raffle girl who has raised quite a bit of money for the club this year thank you for all your hard work.

I would also like to take this opportunity to thank James Hill and Sven who do turn up on race days and help out wherever they are needed. James will always help at the motorkhanas that are organised by the Fiat Club as few of our members attend so James is always there to help as an official as well as Eastern Creek days run by Terry.

Also to all our members for supporting the club throughout the year a very BIG THANK YOU.

I would also like to take this opportunity to thank Greg Sievert who gives us our reminders every couple of months with the deadline date for our stories to go into the magazine and I might say he does a fantastic job organising the magazine for all of us to enjoy.

As this will be our December magazine issue I would like to wish everybody a VERY MERRY CHRISTMAS AND ALL THE BEST FOR THE NEW YEAR.

Keep Safe

Dolly





# It's Party Time !

## SATURDAY 3rd DECEMBER 2010



Sharon & Terry Thompson have again generously opened their home to club members as the venue for our Christmas Party this year.

on  
**Saturday 3rd December from 4pm**  
**Dinner will be at 6pm**

The address is  
**20 Alsace Avenue, Bardwell Valley**

This year we are having a Buffet instead of a sit-down dinner.

### Directions

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

If you coming from the other direction down Wollongong Road, use Hamilton Street.  
When you get to the end of Alsace Avenue there is a gate saying it's a private road; proceed  
through the gate and drive to the very end of the driveway and you're there.

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

**If you get lost.....call Jules on 0409 161 357 OR Terry on 0409 992 971**

**DON'T MISS OUT.....WE NEED TO KNOW YOU'RE COMING, SO RSVP TO ANY  
COMMITTEE MEMBER BY 25TH NOVEMBER AND PLEASE BOOK EARLY AS NUMBERS ARE  
LIMITED.**

**COST \$35 pp.**



## Social Events

### 2011 Calendar

\* 3rd December - Christmas Party - Thompson Residence

**2012 Calendar** is still in the works. More in the next issue.

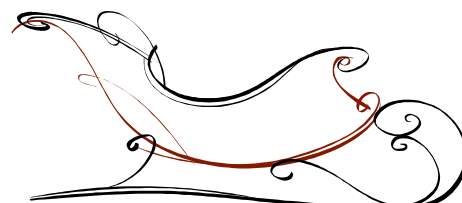
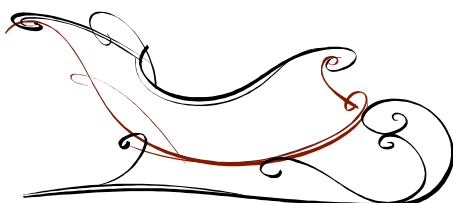
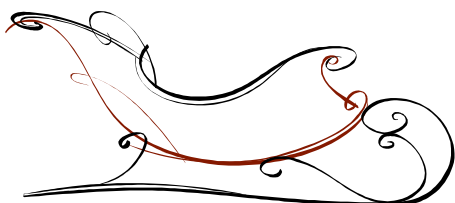
**Suggestions for a social events are more than welcome. Please contact any member of the committee with your ideas.**

## Monthly General Meetings

### Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road, Ashfield  
8pm on the first Wednesday of each month  
Next General Meeting is 2nd December, 2011  
Social Dinner - From 6.30pm

**IF YOU HAVE PROBLEMS FINDING YOUR WAY CALL  
JULES ON 0409 161 357.**



# **Volvos Celebrate at "The Creek"**

## **Sunday, 21st August, 2011**

Hi again All. In my article, in the last issue, on the CMC event at Eastern Creek International Raceway, (affectionately known to locals as "The Creek"), I gave you a brief history of the event. 2011 was the 47th year the event has been run, commencing in 1964, one year after the founding of the then-called "*Council of Veteran, Vintage & Thoroughbred Motor Clubs or (CVV&TMC)*". Quite a mouthful eh? Wisely, delegates to the Council voted, in November 2000, to change the name to the much shorter "*Council of Motor Clubs, (CMC)*". 2012 will be the event's 20th year at Eastern Creek

The NSW Volvo Car Club has a long association with the event and the CMC. Our Vice President, Terry Thompson OAM, has served on the Executive Committee of the Council since 1991.

As I noted in my article in the last issue, we have had many small successes and one or two relatively large ones over the years. The CMC itself will be 50 years old on 1st March 2013. There will be big celebrations of this event so watch this space.

On the day of the event on 21st August, we were somewhat fearful of bad weather. The Bureau had been predicting such weather all week, but Mother Nature didn't let us down and the rain held off and all we got were a few drops late in the afternoon. The dire forecast had an effect on the "bums on seats", keeping some spectators away, but for those who decided to brave the elements anyway, a good day followed.

The CMC will be holding a debrief meeting in the very near future (it will probably be over by the time you get this issue), to determine how the event can be improved even more.

Our biggest challenge for the future is to get more volunteers involved, without whom our big event of the year wouldn't happen. Lets hope that someone takes up the gauntlet in the years to come to ensure the survival of such events and our classic car movement in general.

It would be a shame to see all this motoring history end up locked away in someone's private collection where it would rarely see the light of day.

This beautiful country of ours wasn't just opened up by the intrepid explorer on the back of a camel; the motor car played a huge part in this page of our history and for this reason needs to be preserved for posterity. If we can enjoy restoring, driving and displaying them into the bargain, then that's a privilege we shouldn't take for granted. Enough of the soap box and on with the story.

We had a great day with 50 cars being the biggest roll-up of Volvos we've had so far at this event; 25 of them P1800s. We hired a couple of garages where our festivities were held.

The display of P1800s on Pit Lane looked awesome. Our Ralph (Diaz); being a car salesman, had them lined up to perfection, and they sparkled in the (somewhat intermittent) sunshine. Being parked alongside half a dozen or so Lamborghinis didn't hurt our image any either. The Lamborghini Club were invited guests this year and have since completed the process of becoming affiliated with the CMC to become our newest member club. They were suitably impressed with the display I think.

We took home the "*Best Car Display*" trophy. Madame President, Dolly Diaz, accepted the trophy on behalf of the club, but we have yet to decide on who's shelf it will be displayed. We might have to buy a clubhouse just to house the trophy! We are usually giving them out, not getting them.

We ran a silent auction and raffled off some nice prizes. Dani Neale did all the hard work involved in the auction and raffle and a tidy sum was raised to offset some of the costs involved in hosting such an event. Thanks Dani....a great job as usual.

Volvo Australia came to the party as well, with bags of goodies and a much appreciated injection of funds, all of which allowed us to bring Irv Gordon out to Australia as our special guest. He walked around all day with that 1000-watt smile beaming at all who came near him. We allowed him a few moments to himself to just take off and wander, and give Gerry a rest.....poor man slept for days after hosting Irv for the week preceding the event. Irv returned to our garage a couple of hours later, just when we were about to send out a search party.

We also saw the return to club events of an old pal, George Ramon, who's the proud owner of more than one beautiful Volvo. George bought along a friend; his gentle giant of a Rhodesian Ridgeback (Ramses).

He, (Ramses, not George) copped a heap of 'pats' and asked for more, winning the hearts of anyone who wandered by. Needless to say we have adopted him as the unofficial club mascot.

On the Saturday prior to the event, Annlyn Motors, a Volvo dealership, treated Irv to a little Western Sydney hospitality and hosted a breakfast in his honour. He was accompanied by a number of club members and they can all be seen enjoying the nosh-up in the photo spread over the next few pages.

Margarita, the lovely partner of Gerry Lister, took hundreds of photos of the day; the best of which have been chosen for this issue of the magazine. I sent a USB with them all on the John Ware, who has prepared the layout for the centrefold display, so check them out. A big "Thank You" to Margarita and John.

With the 50th Anniversary of the CMC coming up in 2013, we would like to invite any of you who wish to, to come along and join us. Some exciting celebrations are in the works as I write. And we'll let you know more about it as soon as we have it's set in concrete.

You can come to the SECC display next year if you like; you don't have to wait for something special to come along before joining in, nor do you need an invitation. We are part of the Volvo family after all; aren't we?

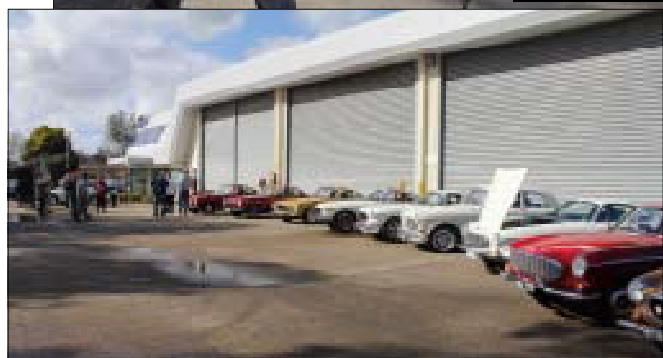
There is a very nice hotel, The Chifley, adjacent to "The Creek".....it's just a walk across the road for those who can't bring a car, and there's also an excellent resort hotel, which is part of the Rooty Hill RSL complex, just a 15-minute drive away.

Never fear; we will show you a good time. We're getting good at it !!

See you then (we hope) & keep on 'Rolling'.

**Jules**

# It all started with Annlyn hospitality.....



Saturday Morning 20th August, in Western Sydney and Annlyn Motors host Breakfast for Irv and other clubs members. I certainly hope Ramses wasn't left out !

## And progressed to “The Creek”.....



## Then spilled over onto “The Harbour”



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# My Bit & Laugh Lines



Aarrgghh!! It's only a few weeks until Christmas.....where did the year go? Better get the skates on and get cracking. Woohoo, party time !! I lurve a party.

I hope you have all had a great year; mine has certainly been eventful and very busy. I have spent my first year as Secretary of the CMC; a role which I have enjoyed immensely, and hope to continue enjoying following the elections at the AGM at the end of November. I retired from the workforce in June last year and I think I need to go back to work for a rest. All kidding aside, until you take on a role as part of the Executive Committee of any club, you don't really appreciate just how much work goes into it. Well, I certainly know all about it now!

I'm running out of puff people, so over to the business of this page and some gags for you to enjoy.

TTYL and have a great holiday season.. ....And drive safely!.....**Jules**

## The Snotty Receptionist !

Yesterday I had an appointment to see the urologist for a prostate exam. Of course I was a bit on edge because all my friends have either gone under the knife or had those pellets implanted.

The waiting room was filled with patients. As I approached the receptionist's desk, I noticed that the receptionist was a large unfriendly woman who looked like a Sumo wrestler.

I gave her my name. In a very loud voice, she said,

"YES, I HAVE YOUR NAME HERE; YOU WANT TO SEE THE DOCTOR ABOUT IMPOTENCE, RIGHT?"

All the patients in the waiting room snapped their heads around to look at me, a now very embarrassed man.

But as usual, I recovered quickly, and in an equally loud voice replied, 'NO, I'VE COME TO INQUIRE ABOUT A SEX CHANGE OPERATION, BUT I DON'T WANT THE SAME DOCTOR THAT DID YOURS.'

The room erupted in applause! The lesson?

DON'T MESS WITH OLD RETIRED GUYS

## The Irish Diesel Fitter !

Paddy and Mick were both laid off, so they went to the unemployment office. When asked his occupation, Paddy answered, 'Knicker Stitcher. I sew da elastic onto ladies' knickers and thongs.'

The clerk looked up Knicker Stitcher on his computer and, finding it classified as unskilled labour, he gave him £80 a week unemployment pay. Mick was next in and when asked his occupation replied, 'Diesel Fitter.' Since a diesel fitter was a skilled job, the clerk gave Mick £160 a week.

When Paddy found out, he was furious. He stormed back into the office to find out why his friend and co-worker was collecting double his pay. The clerk explained, 'Knicker Stitchers are unskilled labour and Diesel Fitters are skilled labour.' 'What skill?' yelled Paddy. 'I sew da elastic on da knickers and thongs, then Mick puts 'em over his head and says: 'Yep, dies'el fitter.'

## Texting for Seniors.....

|              |   |
|--------------|---|
| ATD:         | At The Doctor's                               |
| BFF:         | Best Friend Fainted                           |
| BTW:         | Bring The Wheelchair                          |
| BYOT:        | Bring Your Own Teeth                          |
| CBM:         | Covered By Medicare                           |
| CGU:         | Can't get up                                  |
| CUATSC:      | See You At The Senior Centre                  |
| DWI:         | Driving While Incontinent                     |
| FWB:         | Friend With Beta Blockers                     |
| FWIW:        | Forgot Where I Was                            |
| FYI:         | Found Your Insulin                            |
| GGPBL:       | Gotta Go Pacemaker Battery Low!               |
| GHA:         | Got Heartburn Again                           |
| HGBM:        | Had Good Bowel Movement                       |
| IMHO:        | Is My Hearing-Aid On?                         |
| LMDO:        | Laughing My Dentures Out                      |
| LOL:         | Living On Lipitor                             |
| OMMR:        | On My Massage Recliner                        |
| OMSG:        | Oh My! Sorry Gas.                             |
| ROFL... CGU: | Rolling On The Floor Laughing... Can't Get Up |
| TTYL:        | Talk To You Louder                            |
| WAITT:       | Who Am I Talking To?                          |
| WTFA:        | Wet The Furniture Again                       |
| WTP:         | Where's The Prunes?                           |
| WWNO:        | Walker Wheels Need Oil                        |
| GGLKI:       | (Gotta Go Laxative Kicking In)                |



**Optical illusion !!**

**Can you find 10 faces in the tree?**



**Volvo Rules Okay !**

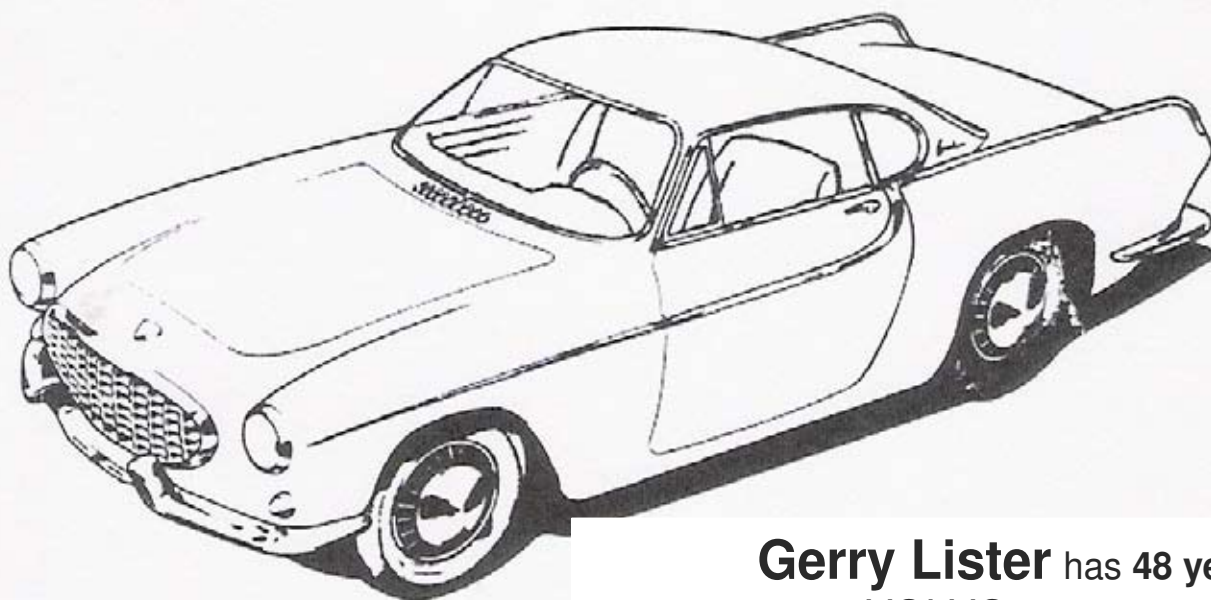
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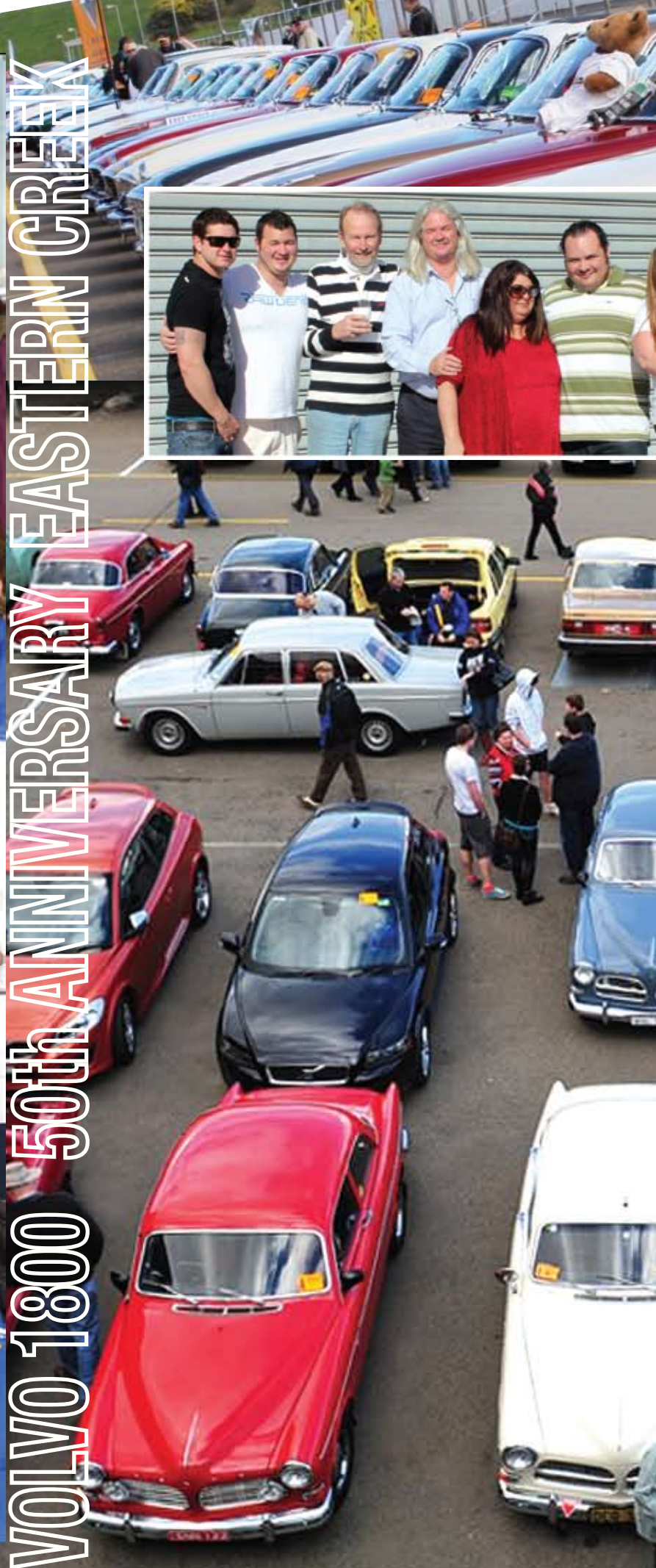
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VOLVO 1800 50th ANNIVERSARY EASTERN CREEK





# VEHICLE PROFILE by Robert Bakker

**VEHICLE :** 1800E (1970)  
**OWNER :** REX SNEYD (Inverell, NSW)  
**REGO:** 228702H  
**TYPE:** 184352T  
**COLOUR :** 42 (WHITE)  
**UPHOLSTERY:** 328 – 626 (RED LEATHER)



Rex acquired this lovely 1800 in 2000. It was originally from Canberra, a doctor by the name of Robert McSweeney of Dora Creek. Rex is her fourth (very proud) owner.

Since he has owned the car, amazingly all that Rex has done has been routine servicing. Nothing major has been done to the car in her time with Rex.



The car lived on blocks in Sydney for 10 years of her life, and the former owner re-sprayed her in glorious California White 2 pak before Rex bought her.

Now, 228702H lives mainly in the Inverell Motor Museum, but Rex pulls it out from time to time for a bit of a blast. He has no intentions of ever selling the car (how many times have I heard that now!!)



The car is a joy to behold - shiny, straight and immaculate. A proud testament to Volvo for the museum.

**I hope to see Rex and his lovely car at more National Rallies in years to come.**

## 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 embroder badge. Both caps feature embrodered badge of the original 1800 on front with

*1800-50th Anniversary*

EMBROIDERED ON BACK OF CAP

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Web: <http://www.volvo1800-120club.com> - email: [secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

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

#### **Vice President**

Jeff Turner 07 3890 1993

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

Vicki & George Minassian  
Ph 07 5524 7158  
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#### **Events Director**

Richard Brabazon 07 3206 9791

#### **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*

Life Members: Kevin & Margaret  
Greenaway

#### **President's Report**

And so another of my ridiculous ramblings is published..... This edition sees comment in a number of areas.

#### **AGM**

By now the club will have held its 2011 AGM. Thanks go out to Sue and Richard again for the use of their lovely dwelling for our meeting. As I write this, I know not what will occur there although I suspect there will be few surprises, so I won't dwell. Thanks again to the outgoing committee for its support.

#### **RECENTLY....**

Yours truly decided again to plunge into lunacy and take part in the 2011 Bay to Birdwood. This time, we made it a family affair and SWMBO and the 2 legatees of my Volvo collection flew to Melbourne for our start. The aim was for me to drive over with the Vic club members who were attending, and my loved ones would fly over. That all worked rather well. Whilst in Melbourne, I had the rare privilege of checking out Len Wards immaculate collection of cars, and I must say, his is a worthy rival for my own. The pinnacle of the afternoon's entertainment was a drive of Len's (almost) unique '60 PV544. Now fortunately, I had recently had the opportunity to hone my LHD skills when we holidayed in Noumea. Just as well, as the course included highways, byways and all in between!! Memorable indeed.

The next day saw me as a willing passenger in Lance Phillips' lovely '69 142. Now, as some of you have no doubt heard, Lance did encounter some difficulty with his vehicle. If my soul was of lesser calibre, I might have concluded that I carried some jinx, as you may recall last time his timing gear issues whilst I was along.

Again, the Wardie provided me with the pleasure of a drive of another of his vehicles, his '65 122. Len has owned this car almost as long as I have lived on this Earth! His car looks on the outside very much like my own 122, but Len, I have a few more horsies than you!

The Bay to Birdwood run on the Sunday was absolutely amazing, capped off by the very dear Ken Bayly allowing me to drive his '69 B20 122 in the run. Wow! Thank you Ken.

#### **GLT OPEN DAY**

Peermeister opened his workshop doors again to adoring Volvo fans on 1 October. Interestingly, I think we had more 120s there than in recent times, and they were all very shiny! Ross Stephens displayed his 123GT, and it gave me some inspiration for my own GT....speaking of which

#### **123GT**

Stay posted for regular updates on progress. For now, stripping of paint presents as the most important task. I would like to paint her, then reassemble. As I have said in the past, she is all there, and she really just needs cosmetic work. It's just that 40 odd year old paint is proving difficult. I invite you to "befriend" me on facebook and watch for regular status updates on the 123.

#### **TIMEWARP CARS**

I have written in the past about well preserved, original cars. I will from now on call them "timewarp cars". I was treated to another viewin pleasure of such a vehicle in Ken Bayly's recently acquired '73 144 de luxe, which I saw when collecting his car for the B to B run. Wow! I love cars like this – looks almost totally original, clean, no rust, 66000 miles!



Club Grille Badge \$30.00 inc. p&p  
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Volvo Car Clubs of Australia  
\$40.00 inc. p&p



Do you have a timewarp car? Please contact me, as I am starting to run out of vehicles for my profiles. On that note, I must apologise to any member who I have interviewed for a profile, but who doesn't see the story in these pages, as just before the B to B, my camera was stolen, so I have no pictures ( and no I didn't back it up on my computer ☐). I will catch up again soon. I believe that is enough from me for now, until next year (Oh and have a Merry Christmas)...

**Volvo for life**

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



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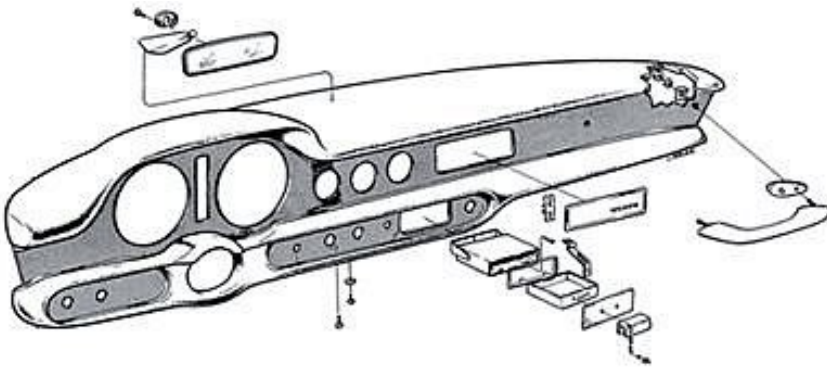
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## Volvo 1800 Dash Pad Removal & Replacement



For those who are brave enough to do this themselves, here are some instructions on how to.

*George Minassian*

It helps if you can remove the windscreen, but it's not required  
Figure on about 10 hours labor

- Position the car so both doors can be opened fully
- Disconnect the battery, both terminals.
- Remove the steering wheel.
- Loosen the bolts holding the steering shaft housing. Slide it outward.
- Disconnect and remove OD and indicator switches.
- Slide the housing off of the steering shaft. Save all the little stuff.
- Remove the dash switches, lights, lighter, ash tray.
- The switches and stuff can just hang from the wiring loom.
- Remove the ignition switch. (see opposite page)
- Disconnect and remove all instruments. This includes the oil/water temp gauge with the capillary tubes. To remove this, you will have to drain the oil and coolant and disconnect the sensors from the engine. Then, fish them through the firewall and dash. This doesn't apply to the E cars where these are 2 separate gauges that are electric.
- Remove the radio and the heater control head and little map light.  
Now there should be no electrical "stuff" connected to the dash.
- Remove defroster tubes.
- Remove 3 screws holding top front of dash to body just under the windscreen.
- Remove 4 bolts (2 on each side) holding lower dash to body on the sides above the kick panels.  
Note, there might be shims here.
- The whole dash assembly should be loose now. Check for any stuff still connected.
- Slide the entire dash backwards, over the steering shaft and remove from the car. In order to provide clearance, you might have to remove the wind lace on the front edge of the door opening.
- There are 2 pop rivets on each side holding the big escutcheon to the lower half.
- On the bench, separate the upper and lower dash halves by removing the sheet metal screws and those 2 pesky nuts on the ends.
- Drill out the pop rivets and remove the big escutcheon.
- Remove all those little spring clips, tear off and discard the old covers.
- Clean off any residual foam or adhesive residue from the frames.
- Install new dash pads on the frames. Note: The lower half is relatively easy. The top half is more difficult to get right. I suggest using 3M Trim Adhesive and/or Super Glue around the edges to hold while you tap the little clips on with a small hammer.
- Now all you have to do is put it back in reverse order. Check that everything is working and have a cup of tea you've done well.

# 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

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Contact club secretary

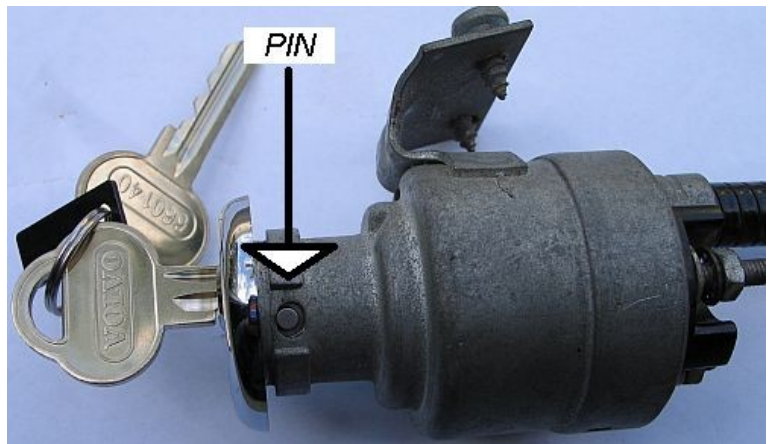


## Removing Ignition Switches

1800 & 120 without steering lock mechanism

The front retaining ring is held in place by a detent mechanism.

1. Insert key and turn to ON position.
2. Detent pin is on the cylinder behind the dash at about 10 o'clock.
3. Press on pin and the whole ignition barrel with the ring will come out. You may have to wiggle or move the key to depress the pin. It may not line up exactly in the ON position.



NOTE: If you have lost your key then you might have to drill and destroy the pin from the front of the ignition lock to get the barrel out and replace it with a completely new one.

## Volvo 1800-120 Club Membership Form

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

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

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

*includes subscription to Rolling Magazine*

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

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membership!') as the reference.

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

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*Photos from our  
AGM at Sue &  
Richard Braba-  
zon's, Redland  
Bay, Brisbane 16  
October 2011*

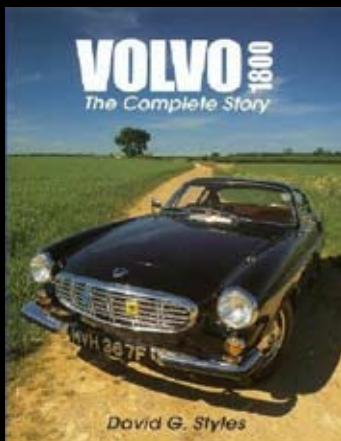
*Waiting for the AGM to  
start followed by BBQ Lunch*

*Peer and Graham instructing  
George on how to cook the  
sausages but all George  
wanted to talk about was old  
Volvos.  
Thanks to Sue & Richard for a  
great venue.*



*Lyn & John with Rick*

Photos Chris Irons & George M.



Volvo 1800 - The complete Story  
By David Styles

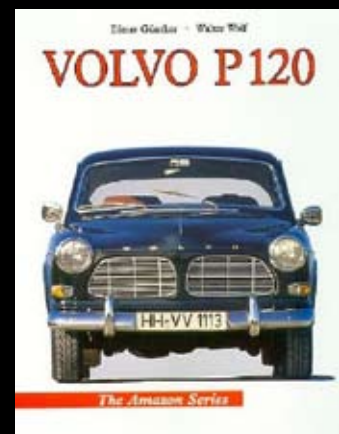
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Volvo P120 - The Amazon Se-  
ries  
By Dieter Gunther

# Volvo 1800-120 Club Australia Inc.

Financial Statement for the year ended 30/6/2011

|                               | 2011             | 2010             |
|-------------------------------|------------------|------------------|
| <b>Income and Expenditure</b> |                  |                  |
| INCOME                        |                  |                  |
| Trading surplus               | 626.05           | 138.31           |
| Membership fees               | 3,470.00         | 2,815.00         |
| Donations                     | 50.00            | 65.00            |
| Interest received             | 299.54           | 387.91           |
| Donations Volvo Aust          | 1,000.00         | -                |
| Rally Income                  | 14,620.80        | -                |
|                               | <b>20,066.39</b> | <b>3,406.22</b>  |
| EXPENDITURE                   |                  |                  |
| AGM expenses                  | 217.11           | 135.00           |
| Accountant                    | -                | -                |
| Club Magazine                 | 2,949.08         | 3,266.89         |
| Postage & Stationary          | 597.15           | 213.05           |
| P.O.Box                       | 86.00            | -                |
| Insurance                     | 515.00           | 515.00           |
| NSW chapter Expenses          | -                | -                |
| Bank Fees                     | 5.00             | -                |
| Printing & Stationary         | 115.60           | 56.75            |
| Breakfast expenses Qld        | 315.90           | 260.00           |
| Dept Fair Trading             | 42.20            | 41.00            |
| Website Expense               | -                | 61.59            |
| Rally Expenditure             | 14,068.22        | -                |
|                               | <b>18,911.26</b> | <b>4,549.28</b>  |
| Net Surplus/Deficit           | <b>1,155.13</b>  | <b>-1,143.06</b> |

## Statement of Asset and Liabilities

|                           |                  |                  |
|---------------------------|------------------|------------------|
| CURRENT ASSETS            |                  |                  |
| Cash at bank              | 5,082.31         | 438.36           |
| Term Deposit              | 2,086.07         | 10,179.18        |
| Trading Stock             | 6,169.29         | 1,565.00         |
| Net Assets                | <b>13,337.67</b> | <b>12,182.54</b> |
| ACCUMULATED FUNDS         |                  |                  |
| Opening Balance           | 12,182.54        | 13,325.60        |
| Current year surplus/loss | 1,155.13         | -1,143.06        |
| Accum Funds               | <b>13,337.67</b> | <b>12,182.54</b> |



## VOLVO CLUB OF QUEENSLAND

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Labrador, QLD 4215

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### ROLLING SUBMISSIONS OFFICER

Brad Wightman

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



## COMING EVENTS

### Sunday 27 November: Christmas Party.

Venue to be either Hog's Breath or Lone Star Tavern in the Aspley area – check out the website for details as they come to hand. Please contact Gaye if you are attending.

# Volvo Club of QLD Pages

*Dedicated to the Volvo Club of Queensland*

## 2011 GLT Motors Open Day

Enjoy photos of the open day that was held on the 2nd of October.



The Carey's 122



John Dempster's 244



Vic Austin's 740T



Helen's 740



# Vehicle Profile: the Beb Fox 142S

The late Beb Fox was a remarkable and highly respected member of the ACT and regional motorsports community. At the time of his death in November, 2010, the Brindabella Motorsports Club recorded that he was "... true gentleman of our sport ... who will be fondly remembered as an active competitor over many decades, and whose competitive spirit saw him regularly punting his Volvo in hill climbs and Historic events. Beb was often seen at events as a vehicle scrutineer, whose hard-but-fair assessments probably saved many a competitor from a long night in the forest awaiting recovery."

The notice also recorded that "Beb was well-known as an excellent machinist. His workmanship has appeared in many top-level (and beginners) vehicles over the course of time. If there was ever a bit to be made or an engineering solution to be found, Beb was your man."

Six months after his death, a Volvo website announced that Beb's own 142S was being offered for sale. It was immediately snapped up by Volvo 1800-120 Club member Bob Moore in Canberra, who had once driven the car a couple of years beforehand, and who had also been a grateful client of Beb's machining skills.

As Bob will continue development of the 142S to suit his participation in gravel navigation rallies, this is a timely opportunity to record the most significant improvements to the car by Beb Fox. However, first a bit of history. This Volvo is an early 1968 model, whose first owner bought it from British & Continental Cars in Sydney, where it was delivered by one Gerry Lister. It moved with a couple of owners from Sydney to Taree, where Beb bought it in 2002. While it started life with a B18 engine and 4-speed overdrive gearbox, it now sports a B20, a cleverly-built non-Volvo limited slip differential, lowered suspension (for hill climb competition), and "GT option" alloy wheels.

Bob Moore describes his ownership of the car as a delight: "normally, ongoing ownership of an older car reveals problems and actions (or inaction!) by the previous owner that now need to be rectified.

Beb's car is the opposite. Not only is it in excellent condition, but every so often you discover yet another piece of clever problem solving, often involving excellent machining skills."

Three areas of the car stand out for comment: the engine, the clutch and the brakes. The engine is a highly-developed B20 with twin Webers, a gas-flowed head, an R camshaft, a myriad of modifications to the drive train, electronic ignition, and a works-copy exhaust manifold. To describe the engine as "healthy" is an understatement – a generous application of throttle always brings a smile to one's lips. However, often engines of this specification – particularly with the R camshaft – are cranky. This one is almost docile: it starts easily and idles smoothly. It has no flat spots, and it doesn't need to be "nursed" through any parts of the rev range.

The clutch has been converted to hydraulic operation, with the master cylinder located in the engine bay. Some other conversions have the master cylinder in the cabin, to avoid clearance problems with the bulky Webers and their air cleaners. Beb used his machining skills for an alternative solution: the clutch fluid reservoir (see photo) sits on a nicely turned "pedestal", feeding down to the master cylinder itself.

The brakes have also had a lot of attention, particularly to the brake booster system. Volvo brakes are famous for their effectiveness. However some of the older Volvos have a fairly heavy brake pedal despite power assistance, particularly if they are running Weber carburettors, even more so with wild cam timing. This can be due to the fact that most multi-carburettor inlet manifolds have only

one take-off for vacuum for the brake booster, i.e. they are dependent on the vacuum supplied by just a single inlet throat.

To overcome this problem, Beb carried out two modifications. First, he fitted a vacuum take-off to each of the four inlets on the manifold, plumbed together to ensure useful



vacuum supply no matter whether the engine was accelerating, backing off, or just cruising. Second, Beb fitted a vacuum reservoir canister in parallel with the brake booster. The result is excellent brakes at all times: a consistently light pedal, with very little travel but with excellent bite.

There are further clever improvements/modifications that Beb Fox made to this car, and some which probably have yet to be discovered. Bob Moore plans to make some changes to the car to suit it to gravel navigation rallies. However, the overall strategy is to keep changes to a minimum and, where possible, limit them to "period" parts and modifications. Ideally, only a Volvo expert will recognise that the car is not quite how it emerged from the showroom.



# 240/260 Register:

## Fuel System Tips

MARK HOFFMANN

p: 03-9335-3946

e: vol244@hotmail.com

Welcome, club members, to this issue's Volvo 200 Series Register Page. After missing the deadline for submissions for the last issue of Rolling thanks to the lost computer file of an otherwise finished article, this offering delivers on my earlier promise to write a tech-tip article pertaining to the 240 series. It follows my rather lengthy and philosophical discussion in a recent issue arguing the case for the Volvo 200 Series as one of motoring history's all-time greats. That's an article that I hope you all enjoyed, whilst at the same time I hope it didn't step on the toes of too many of the devotees of Volvo's other popular model series such as the vintage 120s, nor those of a certain other magazine contributor known only by his pen name of Grumpy? There was no rebuke of my sentiments in the last magazine, nor any by email (a trickle of compliments, in fact), so I take it I was basically on the money on behalf of 240s! In any case if you read the article you will know what I mean...

Conversely, this article is practical in nature and should be non-contentious, and stems from some recent fuel-supply related woes afflicting both of the 240s in my fleet and relating to fuel pumps, fuel lines, and the in-tank fuel pick-up/sender assembly on these vehicles. Fuel pressure or supply related running problems can be devilishly hard to diagnose at the best of times, but so much harder when more than one simultaneous failure occurs, as I've learned the hard way these past couple of years with the 1976 244DL which, after several faults with and subsequent repairs to the fuel system, still has a nagging problem that I'm working towards resolving. For this article, though, I'll focus mainly on the recent issues I've had with the 1985 240GLE, and perhaps discuss the other car at the next opportunity. I hope that the following accounts, experiences and tips might assist other owners

to rectify or avoid similar problems, and to save some heartache and expense in the process.

Firstly, some background information: All fuel-injected 240s feature a substantial electrically-driven fuel-pump under the vehicle whose job it is to pump fuel from the tank at high pressure to the engine's fuel delivery system. This pump is assisted, on all but the earliest models such as my 1976 244 (which rely on gravity feed from the tank), by a smaller low-pressure electric pump situated inside the fuel tank and attached to the fuel pick-up/tank level sender assembly.



This pre-pump also features an attached fuel strainer to pre-filter the fuel leaving the tank before it reaches the main fuel filter located either under the car on later models or up on the firewall in the engine bay on the earlier cars. The in-tank assembly itself serves a dual purpose

in collecting and returning fuel to the tank in accordance with the operating requirements of the engine, and also in transmitting tank level information to the dashboard fuel gauge by means of a bubble float arm attached to an electrical rheostat. The outlet of the main fuel pump features a non-return valve to ensure that pressure is held after shutoff, and adjacent to the pump under the vehicle is also a small chamber known as a fuel accumulator which

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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



uses a spring-loaded diaphragm to dampen oscillations from the pump and maintain a head of fuel pressure. These are the main components of the fuel supply system upstream of the engine.

Now, I've now owned my blue 240GLE for over ten years, purchased with a fairly modest 175,000kms on the clock to which I've added an even more modest 40,000kms over the course of the decade (i.e. barely 4,000kms/year). Being a 1985 model, this GLE has the high-compression B230E motor and retains the earlier mechanical (Bosch K-Jetronic), fuel-injection system. It has always run smoothly and powerfully on unleaded petrol during my tenure, albeit on no less than Premium 98 RON fuel which it requires and which I'm consequently happy to supply it with. However, the car was long-afflicted by two intermittent problems; a noisy main fuel pump that could not be resolved by replacing the said pump, and an apparent fuel-starvation problem which would see the car hesitate on occasion and almost stall when moving off from rest, equally prevalent on a hot or cold engine and a full or low tank, but seeming to increase in warmer weather. Once well underway, the car drove fine, but moving off at a green light was sometimes a harrowing experience where the vehicle would "kangaroo-hop" and lose power, for which the instinct was to put the foot to the floor in an effort to

maintain momentum and clear the intersection and avoid delaying cars behind. As this latter problem was intermittent and the car not used daily or for extended periods, nor solved by replacing or testing the operation of the two pumps, the matter remained undiagnosed for a long time and put down to fuel-vaporisation or some other problem within the engine itself.

I also couldn't determine what was causing the pervasive buzzing from what sounded like an overburdened main fuel pump. The pump is a hefty and costly piece of hardware which is normally reliable and doesn't bear replacing without reason, so after fitting and re-fitting a number of spare units I was prepared to conclude that the pump itself wasn't the culprit. I recall being told by a Volvo-specialist mechanic that on some 240s, a noisy fuel-pump was an issue that just couldn't be rectified. That didn't bode well for my prospects of resolving the problem.

Then, some time ago, I opted to replace the in-tank pre-pump with a new unit as a precaution. Doing so offered the first opportunity to inspect the otherwise hidden and too often overlooked in-tank assembly which revealed the source of some problems. Although the pre-pump didn't appear to have ever been replaced before, it was tested and clearly functioning. But a failure was immediately evident in the short rubber hose section that links the pre-pump's outlet to the metal pick-



**Original (top) vs Upgraded Pre-pump**

up tube of the assembly. This piece had perished and split such that the pre-pump was failing to pressurize the system and supply the necessary assistance to the main pump. In other words, it was pumping fuel straight back into the tank though the breached hose and thus the most likely culprit for those fuel-starvation characteristics.

A second failure was noted in that the pre-filtering "strainer sock" attached to the pump was completely eroded such that only useless fragments remained - again, an apparently original and never-inspected part on a now 25 year old car. I fitted a new pre-pump with a new strainer sock and replaced the perished hose piece with a near new genuine Volvo "concertina-type" hose lifted from a spare assembly I had. As even late 240s are now entering their golden years, I suggest that a cursory inspection of this otherwise hidden hardware is a worthwhile investment in time and effort.



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**[TECH TIP #1: INSPECT YOUR IN-TANK FUEL PICK-UP/SENDER ASSEMBLY HARDWARE & REPLACE COMPONENTS AS REQUIRED]**

The subsequent road test revealed mixed results. As expected, the fuel-starvation problem I described had disappeared, making driving much safer and less worrisome, not to mention enjoyable. But the loud and pervasive buzzing from the main pump remained perplexingly evident, making it almost essential to drive with the radio on to drown out its annoying sound. With a new pre-pump assisting through a new hose to the pick-up tube, I had fully expected this problem to be resolved, but it was not yet to be. Fast-forward a year or so with comparatively little distance travelled, and I was more than dismayed to find that the earlier fuel starvation problems which seemed to have been rectified, had now in fact also returned. As the symptoms were identical, and without cause to suspect anything else, I planned to again remove and inspect the in-tank assembly.

Around this time I also learned, via US-based Volvo parts and performance specialists ipd, that standard and genuine Volvo pre-pumps were known to deliver insufficient pressure, such that Volvo had issued a directive recommending the fitment of a slightly larger pre-pump that delivers more fuel. The number one symptom of an insufficiently-performing pre-pump? You guessed it: a noisy main pump. Needless to say, I ordered a pre-pump upgrade kit for the car right away!

This upgrade kit included the larger (slightly longer) pump and all necessary fitting hardware, and instructions on how to modify the existing pick-up assembly to accommodate the new pump. At the earliest opportunity, I again removed the in-tank assembly to install the new pre-pump and re-check for any failures that may have caused the return of the fuel-starvation problem. Like the first time, the cause was immediately evident, and in fact I was stunned to find that within a very short space of time, that near new genuine fuel hose section that I had fitted between the pump and the pick-up tube on the last



**Original fuel pick-up & sender assembly with standard size pre-pump & original concertina-type hose connector**

occasion had dissolved and split, such that the functioning pre-pump was again unable to pressurize the system. This time, I replaced it with new braided automotive fuel-line hose purchased from the local auto store, and it remains in the car today, presumably problem-free. I've since learned, also from ipd, that the genuine Volvo concertina-style hoses are particularly prone to failure, apparently suffering from the effect of ethanol content in the fuel which will dissolve the rubber.



Now, I'm the last one to opt for the cheaper ethanol-blended fuels in an effort to save a few cents at the pump, and in fact as an enthusiast I use only premium fuel in both 240s to ensure that they run at their best, with the 1985 model with the high-compression motor requiring the high-end 98 RON fuel anyway as mentioned. I can only assume, therefore, that there is minimal but sufficient ethanol in today's premium fuels to cause problems with rubber within the fuel systems of these older Volvos, or that some other additive or characteristic of modern fuel is

responsible.

**[TECH-TIP #2: USE ONLY DESIGNATED AUTOMOTIVE FUEL-LINE HOSE WITHIN THE FUEL SYSTEM OF YOUR VOLVO]**

**[TECH TIP #3: AVOID ETHANOL-BLENDED FUELS]**

I fitted the new pre-pump, including its new rubber hose piece to the pick-up tube, and am relieved to say that the fuel starvation problem was again rectified as was, finally and thankfully, the matter of the noisy main pump. I should add that whilst doing this work, I also opted to purchase and fit, at considerable expense, an entirely new in-tank pick-up/sender assembly in an effort to correct a notoriously inaccurate fuel gauge. In fact it's a common condition in 240s, I've found, for the fuel gauge to momentarily peg at full on a full tank, with varying degrees of inaccuracy thereafter. In my case, the gauge would be reasonably dependable down to about half a tank, after which it tended to swing wildly between half full and disconcertingly dead empty irrespective of tank level. The cause is not normally the dashboard instrument itself, but rather the rheostat and electrical connections on the in-tank assembly that reside inside the hostile environment of the fuel tank and tend to suffer accordingly, particularly also if there's evidence of water content in the tank over an extended period as suggested by the white and spotty appearance of my original in-tank assembly.

**[TECH-TIP #4: INSTALL A PRE-PUMP UPGRADE TO RECTIFY A NOISY BUT OTHERWISE GOOD MAIN FUEL PUMP]**

**[TECH-TIP #5: CONSIDER INVESTING IN A NEW IN-TANK PICK-UP/SENDER ASSEMBLY TO CORRECT AN INACCURATE FUEL GAUGE]**

With the GLE once again on song, I've recently returned my attentions to achieving a similar result for my early 244 which gets limited use these days, and in fact has been virtually mothballed since a hot-starting problem manifested itself a couple of years ago, followed by a bewildering array of other unrelated fuel-system faults. The work is still in progress, and I'd like to save a discussion of the problems, repairs and lessons learned for another

Rolling contribution in the near future. What is becoming evident, however, is the apparent paradox that a lack of use can be more of an enemy to these cars once they are retired from daily use and become infrequently-driven "hobby cars", than the rigours of regular driving – a fact that I believe has long plagued enthusiasts who try to maintain cars in excellent running order for only occasional use. In my case, a car that had served almost faultlessly on a daily basis for around 25 years and has always been fastidiously maintained and pampered throughout, has suddenly become a little unreliable, and I believe that many of the problems that have arisen can be traced to the drying up of seals, formation of condensation, or stale fuel, etc. associated with periods of inactivity. It seems a difficult balance to reconcile, particularly when a car is garaged at a second address, as my 244 is, and when lifestyle factors or weather conditions tend to encourage one to leave the car clean and safely tucked away where it is. It seems that a commitment to at least a modest run every few weeks or so is necessary to keep the componentry serviceable. Nonetheless, I'll have the issues sorted out soon, and will report accordingly, and after an absence of several years from club display days where I've brought the blue 240 or the gold 740 wagon instead, I plan to see to it that the 244 makes it to the British and European display day at Flemington again in 2012, and under its own power!

To finish, I hope that the above

discussion has been interesting and informative, and perhaps also of value to owners of Volvo models other than 240s – or maybe those folks don't read this segment? With the end of 2011 rushing up to meet us, I'm also pleased to report that at time of writing, the trophies for the

end of year Christmas lunch and presentation have been designed and are being produced. Until next time, I wish all members pleasant and safe motoring.

Mark Hoffmann

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# Brickbats & Bouquets: Improvements?

Have you noticed that Volvo and Mercedes-Benz are going to do away with touch screens and switches on the dash-board and you will be able to control your car with simple voice instructions, gestures and even expressions on your face?



I can foresee all sorts of complications. What happens if another driver cuts you off and you say s\*\*t! What action will the car take? Or you give a driver the finger? What about when your little kids in the back seat start frightening and screaming and you threaten them if they don't stop you'll knock their bloody little heads off?

Or "stop you blasted fool!" Will this result in a panic stop with all anchors out?

What about when you are driving with your girl/boyfriend and confess "Daisy, I love you." Will the car react?

The results are endless and not all funny.

Peter Horbury, Volvo Chief Designer, claims that smart phones such as the *iPhone* have trained people to cope with touch screens. I'm not so sure about that. I recently bought a new Nokia mobile phone and am still struggling to input phone numbers and answer text messages.

Will those of us who are technically challenged and have been driving manual cars successfully for years either stick with our old cars or give up driving all together?

At least for a while they will retain a knob for the volume control – seems they have their priorities right.

I dispute the claim by the experts that "We are not far away from having really understandable voice-activated technology".

If you buy a new car, it comes with a large front screen which makes sure you fry on a hot day. Some even have a glass sunroof which gives

a new meaning to the term "A Hot Head" that is unless you wear a hat or turn on the air-conditioning and use more petrol at \$1.50 per litre. At the same time roof pillars are getting thicker to help you survive in a roll-over. Many people complain that rear-vision is getting worse with each new model, with high-trunk lines and steeply raked rear windows. The designers meet this problem by fitting parking sensors, only problem is they bleep like mad if you back up a slope [such as a gutter crossing]. So they fit reversing cameras. Problem is that like all electronic gear they fail when you need them most and cost a fortune to repair.



The final insanity of car design comes from Jaguar Chief Designer, Ian Callum, who wants to do away with external rear vision mirrors to reduce air drag! Given that aerodynamic mirrors probably contribute 0.01 % to the car's total drag, it seems like a wasted effort. He wants to fit high-definition rear facing cameras and video screens in front of the driver! I can see the day coming when in the interests of safety the front windscreen will be eliminated and replaced with a wide-screen high definition video screen.

Even the current external rear vision mirrors have their problems are most are now adjusted electrically from inside the car. If a mirror gets wiped off when parking it costs many \$\$\$ to replace – I like the current setup in my Volvo where the passenger's mirror is electrically adjusted, but the driver's mirror is adjusted manually by a knob on the door – thus reducing the cost of replacement.

I admit that cars have improved enormously over the years, so much so that it seems that it might be possible to drive off a cliff and



arrive at the bottom safely cocooned in air bags. But motoring scribes rave on about the number of cup holders in the new cars. Four is the minimum, eight

is an improvement and twelve is perfect. Why twelve when there are only four seats? One for white wine, one for red, and one for whiskey or beer. Makes sense; only if you drink and drive you're a bloody idiot.

One little piece of equipment I would like in my car during our very hot summers is the refrigerated glove box. It would be great to sip a cool drink [soft of course] in the air-conditioned comfort of your car.

There are times that I think of the old and not so good days, when you bought a basic car and then added aftermarket goodies as your wallet and time dictated. The one essential thing that was missing was a heater, not so much from a comfort point of view (I could always wear warm clothes), but it was the fogging up of all the windows in the winter that I hated.

Nine Victorian cars made the pilgrimage to the Bay to Birdwood rally this year and there were many unusual cars there. A three wheel BMW which was the result of the petrol shortage in the 1970s, a



Triumph Herald from the 1960s, which was in its day a very advanced design destroyed by a complete failure of quality control (in the end the makers could barely give them away), the Russian-made Volga attracted much attention as did



I leave you with this thought: how is it that driving a near new car on a wide, straight road in full daylight, a driver manages to run off the road and crash into a tree?

*Grumpy*



its crew dressed in Soviet army uniforms. I am biased of course but I think the best car there was the white P1800 Volvo (owned by club secretary John Johnson).



This cartoon recently appeared in *Unique Cars* magazine. Thanks Lance for sending it in!



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440 TURBO Manual in BLACK - the only one in Australia. Personal import with import plate so no probs for registration. Fully serviced using Volvo parts: new Turbo clutch, cam



belt, cam seals, etc., all done by Mark of VP Tuning. New headlamp glass, new windscreen, new brakes (discs and pads) and many other things. No rego. \$3500. Phone Mark 0434-897-144

1993 960 Executive long wheelbase model, black. This is the only one in Australia - very early model private



import from Singapore. Full respray just done; new windscreen etc. and many other new parts. Cam belt done. Build date 1993. 270K on the clock - a great looking car. RWC just done and rego til July 2012. \$4500. Phone Mark 0434-897-144

1997 960 Royal long wheelbase model. Purple in colour - looks great! Fully serviced and detailed; fully rebuilt top end all done using Volvo parts and Mark from VP Tuning fitting up the head. Still needs heater core replaced as this is out the loop now. New tyres and new 18' Volvo BBS alloys; new front bumper and lower

spoiler as the old one looked poor; new fuel pump, anti roll bar links, the list could go on. 350K on clock with



service history. My daily driver, with rego til January 2011. Ex famous owner. \$6000. Phone Mark 0434-897-144

1996 960 sedan. Silver, 130K on the clock; good condition. Will supply RWC for Victorian buyers. New discs



and pads; new brake lines; front fully serviced. \$6000. Phone Mark 0434-897-144

1980 242 GT with R sport dash. Many new parts. Needs spray job and little work around the front



screen and a windscreen. Interior very good. \$1600. Phone Mark 0434-897-144

**1963 122S.** Light green/beige 4-door manual. Older restoration - still shining and running well. Currently not registered. Car in NW Sydney.



Serious offers around \$4000. Contact via Graham Bennett 0408-600-475

**NEW Volvo 1800 Bonnet.** Never used, still in grey primer, no dents or damage, slight surface rust on front leading edge. **NEW Volvo**

**1800 Bonnet Hinges (2).** Never used. \$650 for the bonnet and hinges. Can email photos if required. Contact Allen Edwards. 0437 160 979, (07) 3286 5594 a/h, or email [a.hedwards@bigpond.com](mailto:a.hedwards@bigpond.com)

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

**1998 Green V70 wagon** Regd. No. JT 471. 6 stacker CD under seat, 3CD stacker in dash, beige leather & wood grain interior, leather seats,



electric driver seat, sunroof, sports wheels, tow bar. Female driver but rarely driven for over a year. \$6,000 ono. Car is in Western Sydney NSW. Phone Lou. 0405 724391 or email [lou.szymkow@talent2.com](mailto:lou.szymkow@talent2.com)

**V40 2.0T SE manual,** 2001 year model, silver, leather, sunroof, five airbags, cargo cage, about 150,000 kilometres, in Brisbane. Maintained



by GLT, recent top end overhaul. Fun, safe car for sale due to financial pressure from my ES. \$9850. Chris, 0412 661 982 or 07 3160 7049

**Atlas Whitewall inserts.** These white wall inserts sit roughly 4.5cm from the rim of the tyre. Several sets



available in 16" 15" 14" and 13". \$120 per set. Call or email Lachy: 0417 554 190 or [lachyevans.music@bigpond.com](mailto:lachyevans.music@bigpond.com)

Cutting down on **Volvo memorabilia collection**, so the truck department has to go! Collection is anything

from model trucks to ad's, brochures (several languages). This a large section of my own personal collection beginning late 70s. There are at least 3 moving box sized boxes of models ranging from old to fairly new models and scale. Some in boxes or packed and new condition. More info just email or phone me. Collection is open to all realistic offers! Mark Richardson, VP Tuning 0403-814-545 or email [mark@vptuning.com.au](mailto:mark@vptuning.com.au)

**1997 850SE Estate.** Auto 7 seater; maroon with cream leather interior.



Genuine 130,000 kms. Well maintained. \$6000 ONO. Phone Julie 0438 376 302

**1971 1800E - fully restored.** Red with black interior. Reconditioned motor including head, cam, oversized pistons. Interior re-done including front seats, carpet and hood lining. Original rear seat in good condition. Full re-spray and re-chrome of all trim. \$35,000 ono. Portland, VIC. Phone Graham 0417 517 297

**Genuine Volvo Service/ Maintenance Manuals for Volvo 240/260.** They cover 1975 onwards and are in VGC. The engines covered are B17, B19, B21 and B23. Unfortunately they do not cover the B27 engine. Asking \$65 plus whatever the cost of shipping is. Email [triplewasp@yahoo.com](mailto:triplewasp@yahoo.com) or ph: 0423 000 821.

**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.



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**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: [alwsg22@iinet.net.au](mailto:alwsg22@iinet.net.au) (NSW)

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



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| Pacific Volvo                | 129 Sugar Rd                   | Maroochydore     | QLD   | 4558      | 07 5458 9738 |
| Rockhampton Prestige         | Cnr Musgrave & Armstrong Sts   | Rockhampton      | QLD   | 4702      | 07 4922 1000 |
| Tony Ireland Volvo Cars      | Cnr Woolcock & Duckworth Sts   | Garbutt          | QLD   | 4814      | 07 4726 7700 |
| Trinity Volvo                | 94 McLeod Sts                  | Cairns           | QLD   | 4870      | 07 4050 5000 |
| <b>South Australia</b>       |                                |                  |       |           |              |
| Solitaire Volvo              | 32 Belair Rd                   | Hawthorn         | SA    | 5062      | 08 8272 8155 |
| <b>Northern Territory</b>    |                                |                  |       |           |              |
| Darwin Volvo                 | 34 Stuart Highway              | Stuart Park      | NT    | 0820      | 08 8946 4444 |
| <b>Western Australia</b>     |                                |                  |       |           |              |
| Premier Motors               | 393 Scarborough Beach Rd       | Osborne Park     | WA    | 6017      | 08 9443 1133 |
| Barbagallo Volvo             | 1286-1288 Albany Hwy           | Cannington       | WA    | 6107      | 08 9231 9777 |
| <b>Tasmania</b>              |                                |                  |       |           |              |
| Performance Automobiles      | 281 - 301 Argyle St            | Hobart           | TAS   | 7000      | 03 6210 7000 |

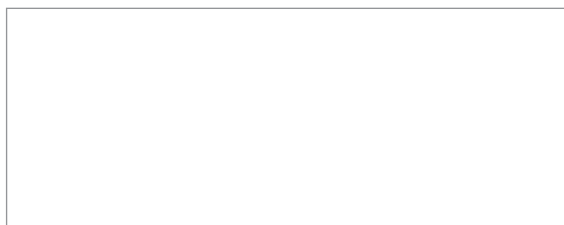
**ON THE BACK COVER:** Photo of Gerry Lister's 122S (now has a new owner) taken by Gerard Gowans at the Eastern Creek "Return of the Saint" event. Lay-out design and photo re-touching by John Ware.

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