

ROLLING

AUSTRALIA #200

January/February 2012



40th Anniversary



VOLVO CLUBS MEMBER MAGAZINE







We know Bloody Cars - Bloody Well!

vsvcarsales.com.au

FLEET • FINANCE • WARRANTIES

QUALITY BLUE TOOTH PHONE KITS

CLUB MEMBER PRICE LIST		WE COME TO YOU		JUNE 2011 PRICE LIST.	
IK-1	<ul style="list-style-type: none"> •Voice Dial •Radio Mute •Audio Streaming •Simple to use •3 year warranty •Iphone compatible • OEM Control button 			\$455.00	\$500.50
BT- 500	<ul style="list-style-type: none"> • Operate 2 phones at same time • Phone book • Call VIP's • Handle multiple calls • Call history • Status screen • Music streaming • Echo cancellation • Radio mute • Voice - dial 			\$505.00	\$555.50
Mki-9100	Parrot Bluetooth Car Kit iPods connections, USB and Line-in .Voice recognition, contaact management up to 2000 per phone Wireless remote control can be positioned on the steering wheel or dashboard. Automatic phonebook synchronisation, double mic. up to 10 paired devices. Dispatch voice and music on car's speakers			\$552.00	\$607.20
Mki-9200	Made for iPhone & iPods A complet system dedicated to in car calls and music. iPods connections, USB and Line-in .Voice recognition, contaact management up to 2000 per phone Wireless remote control can be positioned on the steering wheel or dashboard. Automatic phonebook synchronisation, double mic. up to 10 paired devices. Dispatch voice and music on car's speakers			\$660.00	\$726.00

Note : Vehicles with premium sound system may cost more , please call for quote

WE COME TO YOU!!. That's right one of VSV qualified installers will come to your home or office to fit one of these quality

in vehicle phone kits. Prices quoted are fully installed. Don't get caught using your mobile phone and risk fines totalling

hundreds of \$\$\$ and demerit point. Call VSV NOW on 0418 188 807 or email us at bluetoothkits@vsv.com.au for more info.

ROLLING AUSTRALIA

January/February 2012, Issue No. 200

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

MARKETING & CORPORATE ADVERTISING

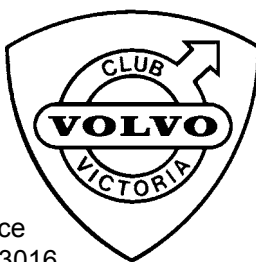
CONTACT THE EDITOR
for standard ad rates & other ideas

DEADLINE FOR SUBMISSIONS

Next edition deadline is
10th February 2012

EDITOR:

Greg Sievert
17 Lakeside Place
Williamstown, VIC 3016
Ph. 03-9397-5976 (AH)
Mob: 0401-713-595
greg.sievert@gmail.com



CONTENTS:

- 2 VIC Calendar of Events
- 3 President's Prattle & 242GT/262C Register
- 4 Letter from the VCQ President
- 5 The Editor's Desk: *Happy New Year 2012!*
- 6 Membership & Treasurer's Report
- 7 To Have, to Hold: *The Arnold's P1800*
- 8 Volvo 1800/120 Club Australia Pages
- 18 Volvo Club of South Australia Pages
- 21 1800ES 40th Anniversary Photo Tribute & Colour Centrefold (*funded by Volvo Club of QLD endowment*)
- 26 Volvo Club of NSW Pages
- 32 Volvo Club of Victoria Events Coverage
- 36 1984 Volvo 242 R *By Kaspar Der Matteosian*
- 38 Brickbats & Bouquets: *Doof-Doof Boys, Hoons & ...Cyclists*
- 40 Front Suspension Build *By Kevin Holden*
- 42 Classified Ads: Cars & Parts
- 44 Volvo Club of Victoria Membership Form
- 45 Volvo Australian Dealer Listing

HAPPY NEW YEAR 2012!

ON THE FRONT COVER & CENTREFOLD: Design layout & re-touching by John Ware, from original Volvo brochure artwork images provided by George Minassian; 1800ES black & white photo tribute pics from various sources (including club members and the internet).

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.

Published and distributed by:
VOLVO CLUB OF VICTORIA INC.
PO Box 3011, Moorabbin East, VIC 3189
WWW.VOLVOVIC.ORG.AU

PRESIDENT

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

VICE PRESIDENT

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

TREASURER

Adrian Beavis 0402-203-437 (AH)

SECRETARY

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

MEMBERSHIP SECRETARY

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

WEB MASTER

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

GENERAL COMMITTEE MEMBERS

Len Ward 03-9707-4415

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

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

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

miceton@iprimus.com.au

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

Dion Nowatzky

PUBLIC OFFICER

John Johnson 0414-385-962

SAFETY OFFICERS

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

LIFE MEMBERS

Lance Phillips, Peter Spencer,
Gordon Scrambler, John Johnson

HONORARY MEMBERS

Robert & Shirley Kaub

REGISTER CAPTAINS

1800-SERIES

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

PV444/544 & 120-SERIES

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

142/144/145/164

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

240/244/245/264/265

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

242GT/262C/242/262

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

700/900 & S90/V90

Rod Patton 03-5952-5927 (AH)

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

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

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

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

MOTORSPORTS

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

Volvo Club of Victoria Events Calendar

For the latest updates/event information, check out the Club's web site at www.volvovic.org.au.

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.

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

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

MARCH 7th (Wednesday)

8:00PM Night Meeting. Guest Speaker discussing a new paint process for automotive components.

MARCH 9-12th (Fri-Mon)

Swan Hill weekend with the South Australian club. A great opportunity to have a relaxing weekend and enjoy the sights of Swan Hill, and catch up with our South Australian club friends. Travel up on Friday the 9th and spend Saturday & Sunday in & around Swan Hill, departing on

Monday the 12th to return home.

At this stage we haven't formulated a program for the weekend, or organised accommodation. Following the success of the SA Club Clare weekend, we will probably opt for cabins in the caravan park. Please contact SA Club president David Bennett (0418-894-480 or 08-8556-5157) for more information. VIC members interested in attending, please advise Greg Sievert so we can organise driving up in a group if there is sufficient interest.

MARCH 9-11th (Fri-Sun)

Phillip Island Classic Festival of Motor Sport. Once again, there will be a display of club cars as part of the Shannons Classic Walk. Discount entry tickets for display vehicles are available (display car and driver enter for free, passengers 50% off regular entry fee). Contact Lance Phillips if you're interested as he will have the tickets and details.

APRIL 4th (Wednesday)

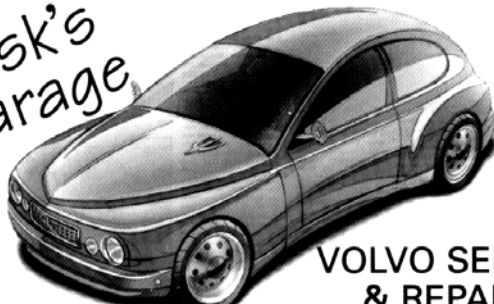
8:00PM Night Meeting. Guest Speaker: www.volvovic.org.au

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

Magazine printed by club member Rick Robey @ Fairkote:



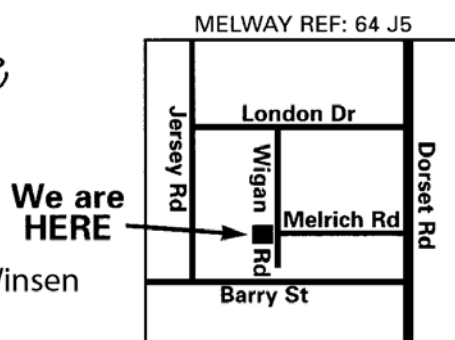
Frisk's Garage

VOLVO SERVICE & REPAIRS
4 Wigan Road,
Bayswater 3153

PH: 9762 9353
FAX: 9761 1593

Frisk's Garage

Michael Van Winsen
Owner



President's Prattle

LANCE PHILLIPS

p: 03-9707-2724

e: lancephil@bigpond.com

Welcome to 2012 and the start of a new Club year.

I would like to thank all my Committee and Club members who helped during 2011 to make our events a success. It is really appreciated and I am sure the membership would agree.

I would also like to take this opportunity to welcome members of the Volvo Club of Queensland who chose to join us after the wind up of their Club [see Grahame Hunt's letter]. No matter what Club they joined the benefit of a National magazine means that all will be still in touch which is the ultimate aim of V.C.C.A. I am proud that our Editor, Greg can put together a quality magazine but not without the help and input of all Clubs.

The last few events were well attended and all enjoyed the Xmas lunch and presentations at Waverley RSL where once again we were well looked after by the staff. The BBQ & Tech Session at Voldat with special thanks to John, Mark Richardson and Mark Icton gave members the opportunity to enjoy some camaraderie at the last Night Meeting over a sausage or hamburger ably cooked by chef Greg Dack then have a safety check on their cars prior to the festive season at the Tech Session. Smart Detailing gave

a demonstration of their Eco-friendly cleaning products.

Our display at Motorclassica was well received with the organisers putting the Mercedes, Alfa and Porsche Clubs with us to maintain the high standard. That is my take on it and I am sticking to it!

John Johnson's 1800S was also in good company on the inside amongst the rarefied Classics. The weather was perfect for our day with good crowds milling around all the cars.

Pam & I have been up to the border looking at accommodation, venues and display sites for the 2013 National Rally.

On an international note, Claes Rydholm, Senior Manager, Volvo Cars Heritage in Sweden has been in touch regarding our future events. Claes is now on the mailing list of the magazine so he can keep in touch with Volvo Clubs Downunder. The initial contact Kevin Greenaway who caught up with him on their trip to Sweden.

We have some guests lined up for the start of the year so see you all there!

Please remember we will be back at the South Camberwell Tennis Club Rooms and not Saxby Road. Anyway, I have sent the Saxby Road key back to their Committee.

Regards,
Lance Phillips



242GT and 262C Register

Welcome to 2012 GT and Coupe owners.

2011 has been an interesting year especially for the 242GT with cars coming and going all over Australia with sales on Ebay mainly and a few on CarSales.com

Mark Icton sold his 262 locally after a fair amount of time on the market but at a reduced price unfortunately for Mark.

Adelaide was a hub of activity with most of the GTs sold being "project" cars which needed work but not all. One from Adelaide came to Melbourne briefly before going on to central NSW. Then one from Melbourne went to Adelaide and another good car went from NSW to Adelaide. A couple more sold in Adelaide as well.

A Melbourne car changed hands before being on sold to NSW and it goes on.

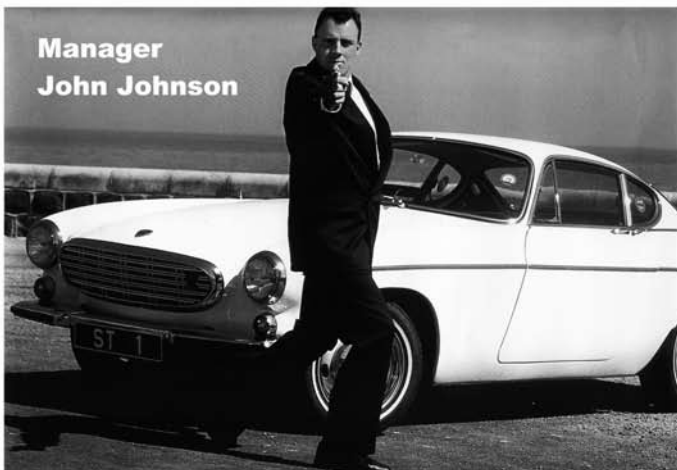
The good news is that hopefully all these cars will be back on the road in time. At last count I think around 14 were bought and sold or re-sold. I think this must be a record for one year.



VOLDAT AUTOMOTIVE
VOLVO SERVICING & REPAIRS
9553 1091

The Victorian Automobile Chamber of Commerce

VACC
You're in good hands



Incorporating
THE SAINT EMPORIUM
Dedicated to the Service & Repairs of the Volvo 1800

New & Secondhand Accessories
Volvo Car Club of Victoria Safety Officer
All Mechanical Repairs & Servicing
Volvo New & Secondhand Parts
Fuel Injection & EFI Specialist
Auto Electrical & Part Repairs
46 Roberna Street, Moorabbin
VIC 3189. FAX (03) 9532-3151
PHONE (03) 9553-1091



Some of these cars had not been on the Register either so that was good to know as we now have details although a couple slipped the net.

Through, N.Z. Volvo Adventures web page for 242GTs I had an email from Bruce in Canada looking for a grille which he had recently damaged on his one owner 1979 242GT.

Through EBay I hope he was able to obtain one Australia. If not I am sure I had a spare for him.

Rod and Clayton in Queensland are also restoring their GTs recently obtained from Rob Howard.

As part of the Great Australian Rally day in January I arranged for some members to enter their GTs and 262 Coupes for the events as the first outing of the Register. I will report next issue.

I am still amazed at the activity over the last 12 months.

Look for the article on the S60R powered GT in this issue of Rolling.

Regards,
Lance Phillips
242GT/262C Register Captain

A letter from the Volvo Club of Queensland President

Due to a number of reasons the Volvo Club of Queensland will no longer exist from 31 December 2011.

The club started in 1998 with a number of Queensland Volvo enthusiasts attending a function at the Bundaberg Rum Distillery at Logan. After the initial get together a committee was formed and the VCQ came into existence.

The club was to meet every 6 to 8 weeks as a way for members to show off their pride and joy, to discuss the Volvo marque, to be of assistance to other members or just to talk Volvo in a friendly, relaxed environment.

The Club was proud to be part of the Volvo Owners Clubs of Australia (VOCA) which is a forum for the Australian clubs to get together and exchange information and to have a united voice to Volvo Car Australia. Many thanks to Lance Phillips for his continuing work with Volvo Car Australia.

We coordinated the very successful 2008 National Rally in Toowoomba. 64 cars attended the Rally with a further 20 cars attending the Sunday Display. Subsequently our members have attended other rallies with some of our members

winning their respective categories.

Special thanks to Peer Skarrup from GLT Motors at Capalaba for his annual Open Day. Our members looked forward to these Show and Shine days with again member's vehicles taking out People Choice awards in their respective classes. Keep up the great work Peer.

The club would not have survived this long with the special support from Vic and Eunice Austin, Terry and Gaye Carey who are foundation members together with Helen and myself and more recently John and Estelle Dempster. Helen and I value their friendship and support and will continue to do so into the future.

Our members look forward to receiving their Rolling and a special



thanks to Greg Sievert for his work and efforts to produce an excellent magazine and personally for his support over the years.

A special thanks to Volvo Car Australia who without their support the club may have disbanded earlier than this. We are in a unique situation to have the level of support we do from our manufacturer.

Some of the reasons for the decision are reasons that are affecting a lot of small car clubs everywhere, just not in our marque:

- Low attendance at events
- Lack of new members particularly younger members
- No line of succession
- The growth of information on the Internet
- The number of older Volvos on the road declining and the lack of interest in Volvo clubs from later models cars – unfortunately one of the side effects of this is that if we had a member for every phone call/email received to sell an older model our club would be a huge

force to be reckoned with.

- General decline in car club membership in Australia in all marques

So a decision was made that we would disband but with the following conditions:

- Current Financial Members will have their 2012 membership fees paid to the Volvo club of their choice – unless otherwise advised this will be the 1800/120 Club of Australia
- Fund our Christmas Party on Sunday 27 November – 9 members attended
- Keep the website going for 2 years with a hyperlink to all the Volvo clubs in Australia
- Any balance of monies to be paid to a special Rolling account within the Volvo Club of Victoria for the improvement of the magazine eg more colour centrefolds, etc. as it will benefit all the members of all the Volvo clubs in Australia.

Looking to the future I think that we should start to think about a Volvo Club of Australia with state chapters as a way for our support of the marque to continue. Rolling is our National magazine so we are nearly there.

I would also encourage all members of all the Volvo clubs to attend the National Rallies whenever and wherever they are run to show Australia just what is so good about the marque.

Best wishes for the holiday season, keep it safe on the roads and we'll see you at a event or a National Rally in the future

Regards,



Grahame Hunt
President
Volvo Club of Queensland

The Editor's Desk:

Happy New Year 2012!

GREG SIEVERT

p: 03-9397-5976 (AH)

m: 0401-713-595

e: greg.sievert@gmail.com

I hope everyone had a great holiday and Happy New Year to you all. I know at least some members were affected by the Christmas Day storms in Melbourne, with hail damage to cars and possibly damage to homes and property. Luckily we were up in the country staying with relatives for Christmas, so we had no cars parked outdoors. The only "damage" we sustained was due to the ground fault interrupt safety circuit tripping during the storms, which meant our fridge/freezer was off for five days. We had used up most of the perishables before we left for the holidays, so it wasn't too bad. Over the holidays, we had a chance to check out the Corowa/Rutherglen region while out and about – this area is being considered for the 2013 National Rally. There are quite a few things to do in the area, so it looks suitable. It's also a bit closer than Melbourne for those of you who may be coming from NSW or QLD. Watch for more details over the coming months as the Rally plans start to come together.

Some of you are probably aware that the Volvo Club of Queensland has unfortunately disbanded. See Grahame Hunt's letter elsewhere in

this edition of Rolling. VCQ members who are paid-up were transferred to the club of their choice, and there are 1800/120 club activities in Queensland that are accessible to Volvo folks up that way, so all is not lost for those who want to stay involved. Thank you Grahame and Helen Hunt (and the few others) who made efforts over the years to keep the VCQ going, and we're glad to have you as "new" members of the Volvo Club of Victoria and 1800/120 Club respectively. The club committee graciously decided to provide any remaining funds to use for the magazine, so everyone will benefit. The first usage of funds has been put towards the colour centrefold in this edition, commemorating the 40th anniversary of the first year of production of the P1800ES. Thank you George Minassian for the suggestion, and for your work on the story to accompany the milestone. If anyone has other suggestions for special use of colour in the magazine, please let me know so I can discuss suitability with the committee.

While on the topic of the magazine, I'd like to once again thank Rick Robey from Fairkote Printing for his excellent work on



the magazine. Not only does he find and correct the occasional typo (he reads it from cover to cover as a Volvo Club member himself!) but he's done a great job keeping our costs in line as well as printing the magazines quickly and with high quality. Rick is recuperating from a recent hip replacement –

bet you're glad to have that chapter in life closed Rick!

I've been having trouble keeping up with members' Volvo acquisitions lately (you know who you are!) so if you want to have your car photo and comments listed in the "Birth Notices" column of the magazine, please send me a brief write-up and a photo or two, and I'll try to put it in. I was meant to publish in the last magazine some "teaser" photos of a car that was spotted in a warehouse near Melbourne. Well, I forgot, so have a look at these and let me know what you think...it might be pretty rare in Australia? *[Photos on next page.]*

Finally, I was looking back at some old magazines earlier, and noticed that I've been your editor since Rolling Australia #150...so this is the 51st magazine under my belt (that's 8.5 years worth!) Who's going to take it over some day, or is it a lifetime commitment? :)



PHONE

1300 134 761

Fax: 03 9798 5382

31-33 Cambria Road
Keysborough VIC 3173

Volvo Parts Specialists

New, used & reconditioned

Now Open Saturday 9am - 12pm





Once again, Happy New Year and be safe in 2012.

Regards,

Greg Sievert
Editor, Rolling Australia

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 so we can keep costs down in future.

TREASURER'S REPORT

ADRIAN BEAVIS 0402-203-437 (AH)

Bank balance at 31 December 2011: \$6270.78. *[Note due to an editor's cut/paste mistake in the last edition, some left-over text indicated a bank balance of \$7, which was obviously incorrect! Ed.]* Adrian's



taking some much-needed holidays. The only item of significance was a one-off deposit of \$2450.00 from the Volvo Club of Queensland, to be used for funding for the magazine colour spreads going forward.

WELCOME NEW MEMBERS!

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

Martin Stone (1800ES)
Norman Bongiorno (740 Turbo)
Stefan Holly (S90)
David DeCorrado (262C)
Steven & Susan Perlen (1800S)
Andrew McDonald (850R)
Gordon & Elizabeth Catt (242GT, 264, 164E)
Grahame Hunt (760GLE-T)
Terry & Karen Hunt (S70, 142)
Carlota Quinlan (360GLT)
William & Elisabeth Shepherd (244GL)
Geoffrey Pavia & Chelsea Weston (Delorean DMC-12)
Lecia & Darren Putland (Fiat 521c)
George Capozza (1800ES)

As of 13th January 2011, the club has 200 members, with 13 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 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

CARSON & MURPHY

AUTOMOTIVE

VOLVO SPECIALISTS

24 FIRTH STREET, DONCASTER, VICTORIA, 3108

SERVICE & REPAIRS ON ALL MAKES & MODELS

Contact: Len Murphy or Leon Shevchenko

Phone: (03) 9848 9655, 9848 9346 Fax (03) 9848 9783

contact the membership secretary, Greg Sievert on 03-9397-5976 or 0401-713-595, or email greg.sievert@gmail.com.

NEW CLUB STICKERS!

The new club stickers are now available for purchase. They are highly-detailed "3-D effect" stickers with the clear polymer "dome" 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. 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

In the last edition, I inadvertently gave credit to the wrong Simon for identifying the previous month's mystery car (Nissan Figaro). Simon KLEIN from Far North Queensland was in fact the one who identified it, and Simon has also correctly identified the most recent mystery car as the Mitsubishi Starion, produced in the latter half of the 1980s. Simon also noted the trivial bit about the car's name being close to "Stallion", which supposedly is difficult for the Japanese to pronounce...could be an urban myth, but sounds plausible!

See photos in the Editor's column (page 6) for this edition's Mystery Car...it should be easy.

[This article, featuring 1800/120 club members Russell & Judith Arnold, was seen on The Age "Drive" web site on November 4, 2011; it featured several other car owners who had "long time love affairs" with their cars]

To Have, to Hold

Stockholm syndrome...it's Swede, mate!

In the late 1950s, Volvo wanted a sports car and so developed the P1900. It was a dud, a fact soon realised by the 68 people who bought one. Undeterred, the Swedish car-maker launched the P1800, which became a classic.

Just like Roger Moore's The Saint, Judith and Russell Arnold have a Volvo P1800. They take it for a spin every week.

"We've had her for 44 years," Russell, 75, says. "It's a 1964 model, so it was roughly 2½ years old when we got it. It's a red coupe, a two-seater sports car. When it was new it would do 100 miles per hour, though it won't do that now. It would blow up."

The Arnolds have all the paperwork dating back to the day a family friend ordered his P1800 at the

Melbourne motor show. After a long wait, he took delivery on February 16, 1965.

"He paid about 3000 pounds," Judith, 69, says. "That was the price of three Holdens."

In 1966, Russell and Judith were married; in 1967, they bought the car; a decade later, they had two kids. Their two daughters have long since left home but their beloved Volvo remains.

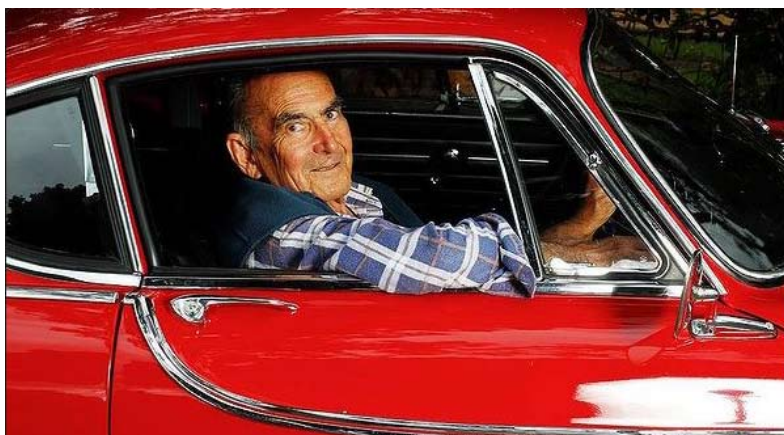
"We just don't seem to be these people that sell everything every six or seven years," Russell says. "We were in Armidale at Easter time and had a big meeting and we got a trophy for, let's say, the least molested. We had her resprayed about 14 years ago. Other than that everything else is bloody near original. The carpets are original, they've all faded. And the chrome work I've never touched, it looks like it's 40 years old. It's got all these scratchy marks."

So the Arnolds still love it?

"Hell yeah," Russell says. "We've had Volvos since 1964. They're virtually grenade-proof. And I've got two kids fighting over this one at the moment."

One of those kids now works at Volvo Australia. This may or may not be a coincidence.

Russell in his 1964 P1800
PHOTO CREDIT:
Quentin Jones



One stop shop for your Amazon, P1800, PV

40+ years expertise
Repair work
Restoration
Servicing



Quality new & used parts
Mechanical components
Rubbers and trims
Extensive range

Classic Volvo Service & Amazon Spares

Unit 2 17-21 George St Blackburn Vic (03)9877-7754 oldercarrepairs@bigpond.com

Volvo 1800-120 Club Australia Inc.



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

President

Robert Bakker 07 3283 8067
robert@rblawyers.com.au

Vice President

Jeff Turner 07 3890 1993

Secretary/Treasurer & 1800-120 Magazine

Vicki & George Minassian
Ph 07 5524 7158

secretary@volvo1800-120club.com

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

So classic Volvo fans, another year has drawn to a close, and another dawns. I trust that with the holidays you have found some time to pamper your classic Volvo.

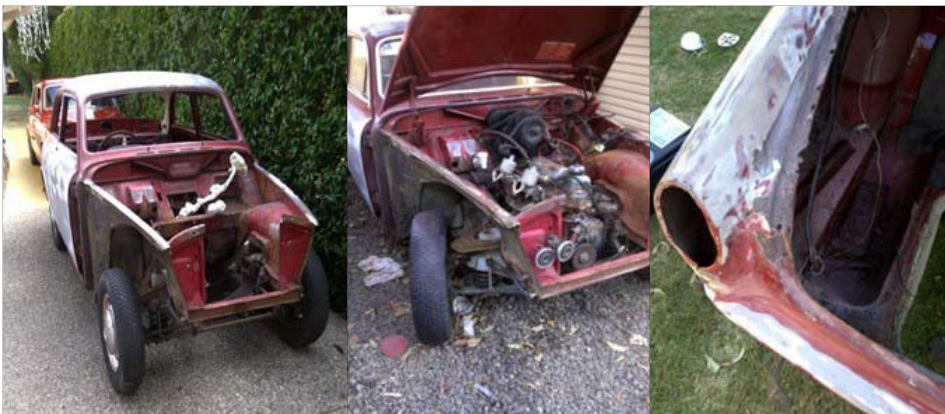
As usual, there is plenty of car activity at our household.

123GT

The first week of December had my 123 delivered to the panel shop for her big facelift. The accompanying photos show her condition as she was loaded onto the truck for the journey to the repairer. Not much rust surfaced in the stripdown. The worst by far was in the boot section – the obvious casualty of some so-so rear end repairs to the car from a crash. I have obtained a rear section from a 122 which is being used to donate its left rear guard to facilitate the repair.

The repairer tells me that by about the time you are reading this that the car will be back in my possession for reassembly. This promises to be a long task, but lots of fun.

Stay tuned for more updates and join me on Facebook for regular shots and comments.



A NEW 122S!

Recently, impulse got the better of me, and another 122 followed me home one sunny Sunday morning (that's her just behind my 123GT above). A '66, it will turn into a real ripper because it has been very well preserved. After a little TLC, I think she will have many an adoring fan. It's certainly exciting having 3 120s in my shed!!

ANNUAL SERVICE TIME

As this is being written, I eagerly anticipate commencing the yearly servicing ritual. You really cannot underestimate the importance of this process, especially if you have an old car. It is essential that its workings are inspected and its oily bits tweaked to ensure continued safe and reliable running. It also helps



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



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

Volvo 1800-120 Club Australia Inc.

you pick up on little things that could turn into something ugly if left unchecked.

Here's a top tip if you have an older car that does not have hardened valve seats. Check your valve clearances regularly. Whereas you might usually expect the clearances to increase over time from all the pounding, if your car is starting to experience valve recession, the clearances will REDUCE as the valve seats wear, which will eventually lead to a burnt valve and a big engine job.

Another thing to watch, if your car doesn't get that much use, is your hydraulics. Regular bleeding is essential to keep your brakes in top shape. My experience is also that the older the Volvo model, the more important this is too.

My last tip relates to that four letter word.....rust. Damp and dirt are the best foods for this hideous car disease. So check under your floor mats, in the recesses of your guards and at the base of your windscreen, to name but a few places. Each model also seems to have its weakness too. 120s can get rust in their door bottoms, 1800s in the front guards. All are prone to floor rust. 240/260s can see rust in the left rear floor where the a/c or heater valve has caused water to drop and pool on the floor. If you are meticulous, you can pick up rust before it gets serious, treat it and be done with it.

FINALLY

I look forward to catching up with members during the year, and seeing new cars come along to meets. Do you know someone who has an 1800 or 120 who could benefit from becoming a member of our club? If so, please have them complete our membership form – all welcome!

Volvo for life

Robert Bakker

robert@rblawyers.com.au

Welcome to our new club members

and a special welcome to the members from the Volvo Club of Queensland who have joined our club

David & Debbie Korasz

Robert Vautin

Andrew Boughen

Andrew Robb

Paul Stiff

Jeanette Mouatt

Peter & Bev Henson

Helen & Grahame Hunt

Wayne & Marion Lyngkuist

John Dempster

Victor Austin

Rick Espin

Warwick Phayre

Lawrie & Alan Milligan

Terence & Gaye Carey

Neil Macleod

Wayne Jones

Joseph Kenny

Tim Clarkson

David Mould



Volvo 1800-120 Parts - Australia

Volvo 1800-120 Parts

New Parts for your Classic Volvo

<http://www.volvo1800-120parts.com>

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

Plastic Covers for
Grab Handles 120

\$33 per pair



Easy to Use
Pictorial Price List
Now on line



Lockable Fuel Tank
Cap with Volvo Logo &
keys 120, 140 & 160 series



\$132.00

New Products & Specials

Brake Master Cylinder
120 1800

\$219.00



The Volvo 1800ES 40th anniversary

by George Minassian

Released in 1972, Volvo's new 1800ES was called 'the first new sports car from the Swedish automaker in 12 years'. It introduced an entirely new rear compartment design. The roof, which extended almost to the back of the car, blended into a frameless rear window which served as a door to the 35-cubic foot luggage area. Standard equipment included Volvo's computer controlled fuel injection engine, 4-wheel power disc brakes, leather upholstered reclining bucket seats, 4-speed transmission with overdrive or 3 speed automatic and wide tread radial tires



Volvo Press release 1971

Featuring a luggage compartment one and a half times that of Volvo sedans, the new 1800ES fastback coupe introduces an innovative rear compartment concept. The roof, which extends almost to the back of the car, blends into a frameless rear window which serves as a door to the 35-cubic foot luggage area.

In announcing the new model, Volvo, Inc. President Stig Jansson remarked, "We expect the 1800ES will appeal to sportsmen and long-distance tourers who are looking for a sports car with ample luggage space. The new model combines the styling of a sports car with the practicality of a station wagon to satisfy the motoring needs of a number of consumers."

The completely flat and carpeted rear compartment has three storage areas with the center compartment housing the spare tire, jack and tools. The 1800ES shares similar features and improvements already announced for the familiar 1800E sports coupe. Leather upholstered bucket seats, called "the most hospitable in the business" by Car and Driver magazine, are new for 1972. Notable improvements are built-in head restraints, infinite-position reclining seats and a lumbar support adjustment for individual comfort control. This adjustment gives motorists a choice of hard or soft seat support according to their individual preferences.

An innovative rear seat that can be folded forward to extend the luggage compartment is another 1800ES feature. The seat's backrest is hinged to provide additional luggage space between the backrest and the seat cushion when folded. The new model has retracting lap belts for rear seat occupants. Three-point automatic adjustment safety belts are provided for front passengers.

Powering the 1800ES is Volvo's computer controlled electronic fuel-injection engine, first introduced in 1970. The 121 cubic inch engine operates on regular grade 91 octane gasoline. Controlling the electronic fuel injection system is a computer unit that determines exactly how much gas the engine requires to run efficiently by automatically compensating for changes in altitude, air and engine temperature, throttle demand and engine speed. The electronic fuel injection system also improves starting and cold running and reduces fuel waste during acceleration.

Buyers can select from two 1800ES transmissions -- a three speed automatic or a four-speed manual with electrically operated overdrive. Both transmissions have floor-mounted controls.

Standard equipment on the 1800ES includes self-adjusting power assisted disc brakes on all four wheels, leather upholstery, an electric rear window defroster and tinted glass all around. Other features include two outside rear view mirrors, door map pockets and a lacking console. The sports car's dashboard houses six white-on-black instruments, including a tachometer. An electric clock also is fitted. Because it is such a fully-equipped car, optional equipment on the 1800ES is limited to air conditioning and a selection of radios, including an AM-FM stereo unit.

Volvo has extended its warranty program on 1972 models to a full 12 months with unlimited mileage. Commenting on the new 1800ES, Car and Driver magazine said, "People have tried to make sports cars out of station wagons, but it took Volvo to successfully reverse the concept. "



The 1800ES in Australia

According to our Volvo 1800-120 Club Register, there are about 70 1800ES cars in Australia. All the 1972 models are 4 speed manuals with overdrive, while most of the 1973 models are automatic. A couple of those automatics have been converted by their owners to manuals with overdrive.

Another observation from the club register shows that while 1800 coupes are either white or red, the 1800ES cars have a good selection of dark green, white, red, metallic blue and gold in almost equal numbers. There are also a couple of rare colours found here in Australia. They are yellow and orange. So if you are after an ES, the numbers might be smaller to choose from but the variety of colours is broader.

Considering the limited numbers of the ES compared to the coupe (over 400 coupes) here in Australia, for some reason the ES does not seem to attract as many would be buyers.

Volvo 1800-120 Club Australia Inc.

George has asked me to add some comments about the 1800ES which could be of interest.

In 1968 Volvo attempted to revitalize the 1800 with a distinctive hatchback design as it was a 'known fact' that the Managing Director wanted a sporty car that would fit his bag of golf clubs to take to the golf course (Possibly an Urban Myth but a good a reason as any.) Several designs by Italian designers were considered including 'The Rocket', which was rejected and the Jan Wilsgaard design was accepted. Although it was considered an unique design for the time it followed a trend set by the Reliant Scimitar and the Aston Martin Shooting Brake, both of which were also short lived.

Production of the 1800ES began in 1972, initially overlapping the 1800E which, after 1865 models were built that year, was phased out. A total of 3,070 ESs were built in 1972 and a further 5,008 in 1973. There seems to be some doubt as to the actual number that were built as some records list 8,078 and others 8,077. 1973 was the best year for the 1800 series when sales exceeded 5,000 and the last 6 months of production all went to the USA.

There were a couple of reasons for the demise of the 1800ES which saw the last car built come off the assembly line at 2 pm on 27th June 1973. American safety regulations were making matters increasingly difficult for European Sports Car manufacturers because the US Authority, as from 1974, were planning to introduce regulations governing the design of large ungainly impact absorbing bumpers of a type which would destroy the appearance of the smaller cars. So apparently it was decided that the battle for the US market was not worthwhile. Another reason was the shortage of production line capacity in the Volvo factory due to other models. In my humble opinion the changes made to the 1800ES were very successful and I believe improved the appearance of the model to be the most beautiful Volvo ever made.

Maybe I'm biased, as I used to own one, because it would appear that the popularity of the ES isn't as great as the earlier P1800 and 1800E models.

Kevin Greenaway



New Book - Now Available

Volvo P1800

from idea to prototype
and production

By: Kenneth Collander and
Mats Eriksson

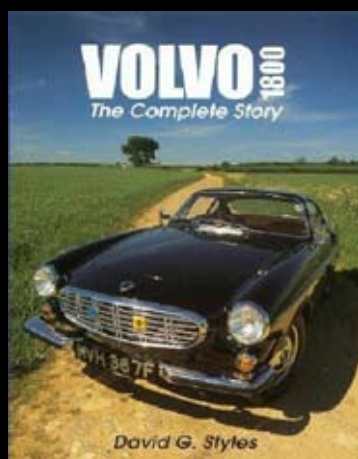
Book on its own \$65.00

Book with one badge \$95.00

Book with both badges
\$125.00

Includes delivery

Volvo 1800-120 Club Inc.
Contact club secretary



Volvo 1800 - The complete Story
By David Styles

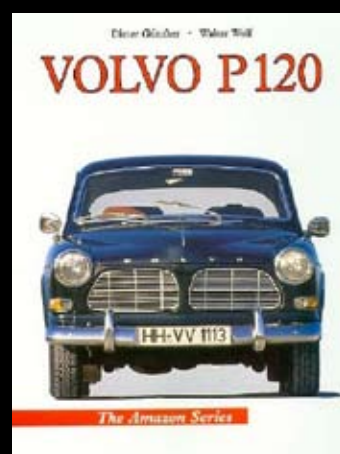
Volvo 1800-120 Club Aust Inc.
Books for Sale

Buy either Book
for \$60.00 inc. p&p

Or

Buy Both Books
For \$100.00 inc. p&p

Cheques/money orders payable to the
Volvo 1800/120 Club
P.O.Box 6522, Tweed Heads South
NSW 2486



Volvo P120 - The Amazon Se-
ries
By Dieter Gunther

Volvo 1800-120 Club Membership Application Form

Name of applicant (s)
Postal Address
.....
State.....Post code.....
Telephone No. A/h.....B/h..... Mob
E-mail.....

Car Details:

Model (e.g. 122s/1800s).....Year.....Rego No.
Type No.....Chassis/Body No.....
Car Colour/code.....Upholstery Colour/code.....
Engine type.....Engine No.....Transmission.....
Extras Fitted.....
History (Please supply all known history, photos (you can email these) and old rego numbers, if possible, of the car for the Club Register)
.....

I wish to apply for membership of the Volvo 1800/120 Club Australia Inc.

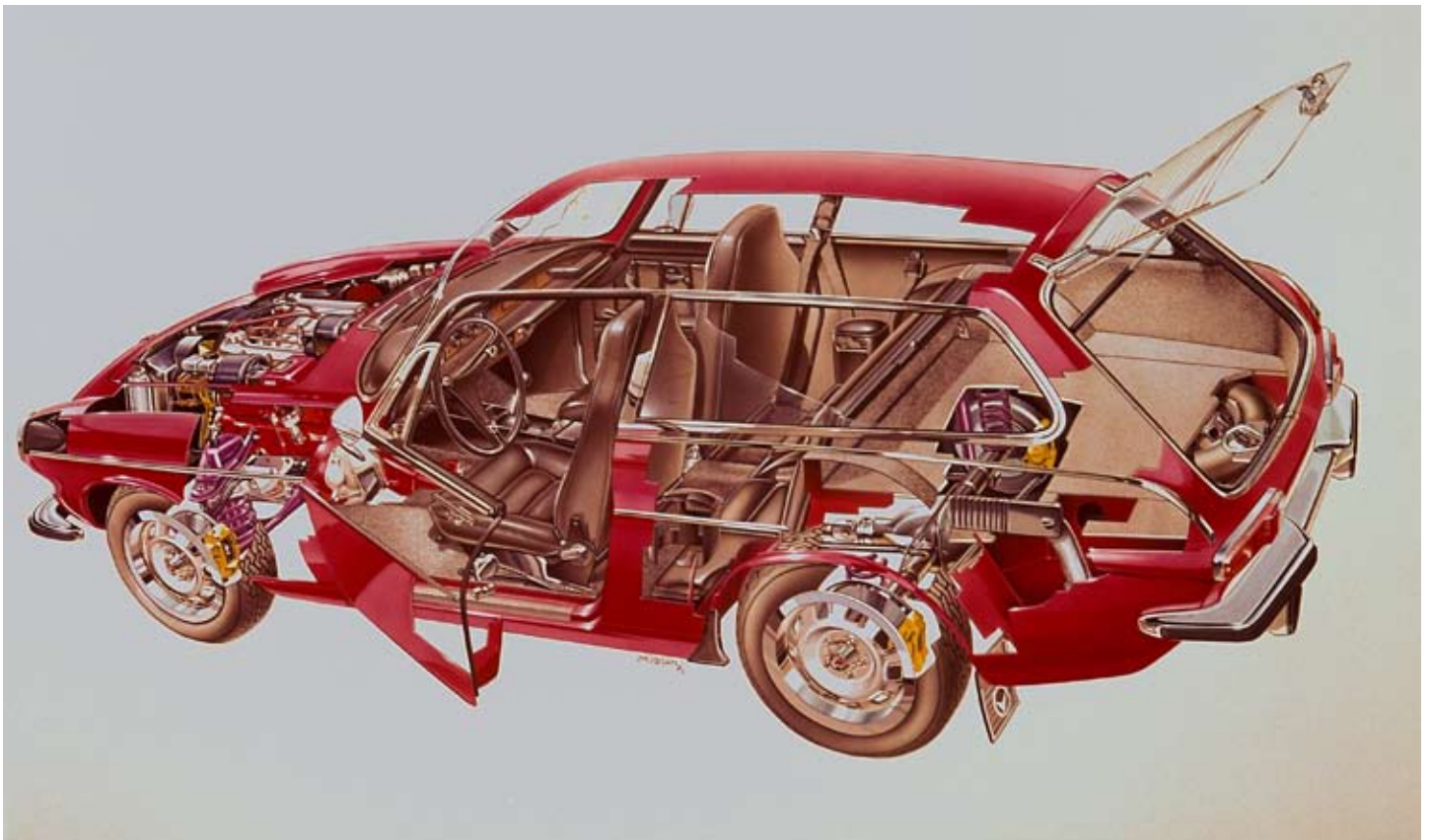
I enclose \$35 for membership for the financial Year 2011/12

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

Volvo 1800/120 Club - NAB BSB 082837 - Account 833499571

P.O.Box 6522 - Tweed Heads South - NSW 2486 Australia

Signed:.....Date:.....



Paul's Volvo 1800 S Summary History

By Paul Stiff, October 2011

Early years

18335 VF 20054 was born in Gothenburg on 5 May 1966. After a short stay in the Volvo Works parking lot, the car was exported to Denmark on 10 May 1966, and delivered to the Ole Sommer dealership in Copenhagen. The car's history is unknown between then and 29 January 1969, when the car was registered in Geneva, Switzerland. Sometime early in 1970, it was purchased by my father Ronald S. Stiff, and served as a weekend runabout for the family.

The car was used only sporadically until May 1983, when it was taken over by myself, initially as a daily driver. The Km counter stood at 84'000km. I had just finished university at the time, and the car was used extensively for young people's activities, such as going skiing, sailing, vacations....

Retirement from daily use, first restoration

In April 1985, the car was rear-ended by a BMW 5 series whilst on a ski trip and required some repairs to the rear valance. After that incident, the car was retired as a daily driver and a BMW 3 series was purchased for the daily drudgery. The Volvo was still used on weekends, vacations and for the Swiss Volvo Sport Club meets.

At that point, I started learning about mechanics and started maintaining the car partly myself. This culminated in October 1986, with the full bodywork re-spray, at about 105'000km. Work was prepared by a friend (Eric Chardonnens of Vampire fame) and myself. The spray work and anti-rust treatment was done by the Baumont Bodywork shop in Neuchatel.

In parallel to the Volvo, I started collecting other classic cars, purchasing a Triumph Spitfire MkIV to drive and a Mk3 to restore.

Travels

The car continued to be used occasionally, and km per year dropped as low as 1'000.... But could be higher on a good year.

Some notable trips were :

- To Sweden in 1986, up the West coast to Gothenburg, with brother Clive, to visit the Volvo factory (as well as the breath-taking scenery on the way).



Picture of the car in Sweden, sporting alloys, since sold

- Multiple trips to southern Germany (Baden-Baden, Stuttgart, Munich).
- Swiss alpine passes (Grimsel, Furka, Oberalp, Lukmanier, Gotthard....).
- Trips to South of France and the wine producing areas of the Bourgogne.

By late 1990, when I met my future wife Lizi, 128'000km had been clocked up.

Meeting Lizi did somewhat re-align interests and time management. The then fleet of 7 vehicles dwindled to 3 in a matter of a couple of years. The Volvo's remaining stable-mates were two Triumphs: a Stag and a Spitfire Mk3.

Continued next page

Volvo 1800-120 Club Australia Inc.

Wedding use

In 1993, at around 130'000km the Volvo 1800 S was our wedding car, and Lizi thankfully chose her dress wisely to fit the car.



Wedding day

From 1993 to 2006, the story is rather uneventful, the service at the end of the year was performed at 144'300km, so the average from 1993 was only 1'100km per year.

Move to Zurich

In 2006 we moved from the Geneva area to Zurich in the Eastern, German-speaking part of Switzerland.

From 2006 to 2011 the car continued to get only limited use, trips around the local mountains and lakes. Generally entertaining my younger son Roger, the only other family member expressing interest in classic cars.

Scantrade, second restoration

The advantage of moving to Zurich was closer access to the Swiss Amazon and 1800 experts at Scantrade. With their help, the car was considerably improved.



Scantrade workshops, Lostorf, Switzerland

In 2007 Scantrade made repairs to the underside of the car and the right sill, treating rust damage, and performing the Mike Sanders anti-rust treatment on the whole car.

They also fitted a high quality stainless steel exhaust, the previous one fitted 10 years previously having never really been satisfactory, as well as a modern oil cooler, the standard ones rusting all too easily and letting oil into the coolant. In parallel to this work, I restored the interior, leaning on Scantrade when necessary.



Underside, after replacement of chassis members

Volvo 1800-120 Club Australia Inc.



Front right sill inner repairs before closing



Work finished

Move to Sydney

2011 saw the major decision to move to Sydney in Australia. With this decision the Volvo's last remaining classic stable-mate (a superb Alfa Romeo Spider 2000 from 1984) was sold. The Volvo having been in the family over 40 years, it was out of the question to be left behind.

Scantrade was again enlisted to make sure the car was in A-1 condition before travel. Some small rust damage was repaired on the rear left sill, and the rear valance (repaired in 1985 when hit by the BMW) was stripped to the metal and repaired to modern standards. Wing-mirrors were procured to meet Australian legislation (the car is LHD). A full service later and a nasty surprise that required the fuel tank and fuel line to be changed, the car was ready for a long drive to Antwerp for passage to Australia.

On arrival in Antwerp the car was to be loaded on the Hoegh Detroit Roll-On/Roll-Off carrier (huge! – see picture below).



The port formalities were rather daunting: line up with the lorry drivers, each delivering 6-10 new cars for export, run around trying to understand people who only want to speak Flemish, convert the headlights to left-dipping on the Warf... The ship departed on 17th July.

That last trip to Antwerp saw the Volvo clock 150'000km, continuing the yearly 1'000km average since 1993.

The Volvo finally arrived in Australia at Port Kembla On 4th September, the import and registration formalities, run by professionals, took another 3 weeks.

The car was delivered to our home on 30 September 2011, registered CDB 34 U (NSW).



In the garage at our new home in Sydney



VOLVO CAR CLUB OF SOUTH AUSTRALIA (INCORPORATING WESTERN AUSTRALIA)

P.O. Box 218
Torrensville Plaza, SA 5031

PRESIDENT

DAVID BENNETT

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

VICE PRESIDENT

CRAIG RASMUSSEN

0428-529-372

TREASURER

COLIN IRELAND

08-8248-5081

SECRETARY

HELEN JUDD

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

MINUTE SECRETARY

GRAHAM CADD

08-8387-5065

CLUB CAPTAIN

KEN BAYLY

08-8293-2784

EVENTS COMMITTEE:

Tricia Judd-Ireland 08-8248-5081

Joan & John Peace 08-8294-3183

Alexander Davis 0414-423-505

David 08-8556-5157

Chris (work) 08-8265-5388

CORRESPONDENCE

ALL CORRESPONDENCE TO:

Volvo Car Club of South Australia Inc

P.O. Box 218

Torrensville Plaza, SA 5031

NOTE: All SA Club-related

Magazine Submissions

to Craig Rasmussen

craig.s.rasmussen@team.telstra.com

Volvo Club of SA Pages

Dedicated to the Volvo Car Club of South Australia Inc.

Welcome new members:

**Robyn Voigt, Jeffery Bullock,
Dan Torelli**

Christmas Lunch – 2011

From Aldinga to the south of Adelaide for last year's Christmas get together, this year saw Club

members gathering at about as far north as you can go along Adelaide beaches for a pleasant Christmas luncheon at Riverbella Ristorante Caffe, North Haven. And whilst waiting for their meals to arrive, members were kept occupied with a clever picture quiz based on Christmas carols and songs.

Everyone must have been good



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 embroidered badge. Both caps feature embroidered badge of the original 1800 Volvo script on front with the logo

1800-50th Anniversary

EMBROIDERED on back of cap. The cost of each hat is \$26.00

We will post Worldwide, please SMS Chris & Jan 0403920274 or Email volvocaps2000@yahoo.com.au for quote on P&P to your location.





this year as Santa dropped in after lunch to wish all good tidings and a hand out some gifts. Thanks to Helen and Tricia for organising the venue and entertainment.

Trust all fellow members have a Safe and Merry Christmas from the Volvo Car Club of SA.



What would Santa Drive?
A VOLVO of course! (Photo from the web)



Swedish Vintage

and Classic Automobiles

8 Somersby Road, Welshpool. W.A. 6106

Phone / Fax (08) 9350-9220

Email: oldswede@iinet.net.au

Alternate Ph: (08) 9451-6117



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

Insure your love for less

Spend less on your insurance and more on your obsession

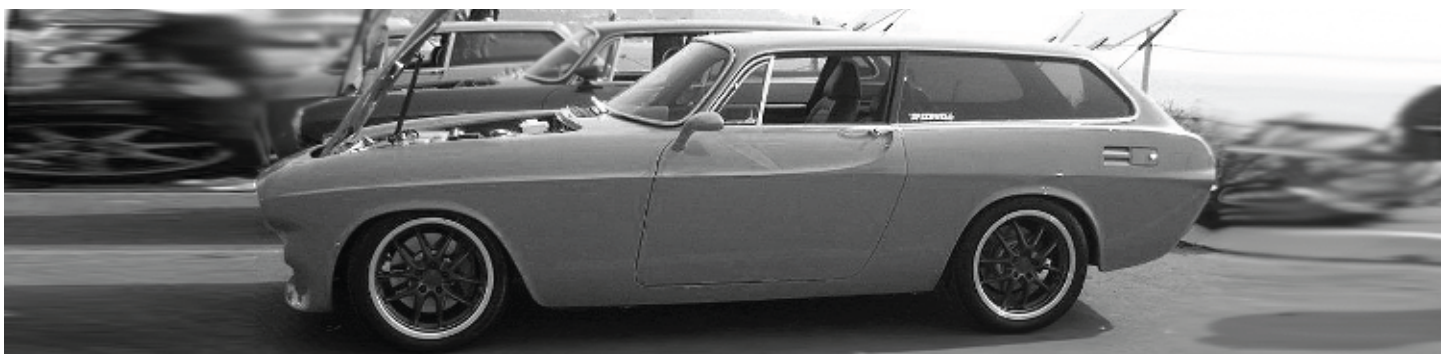
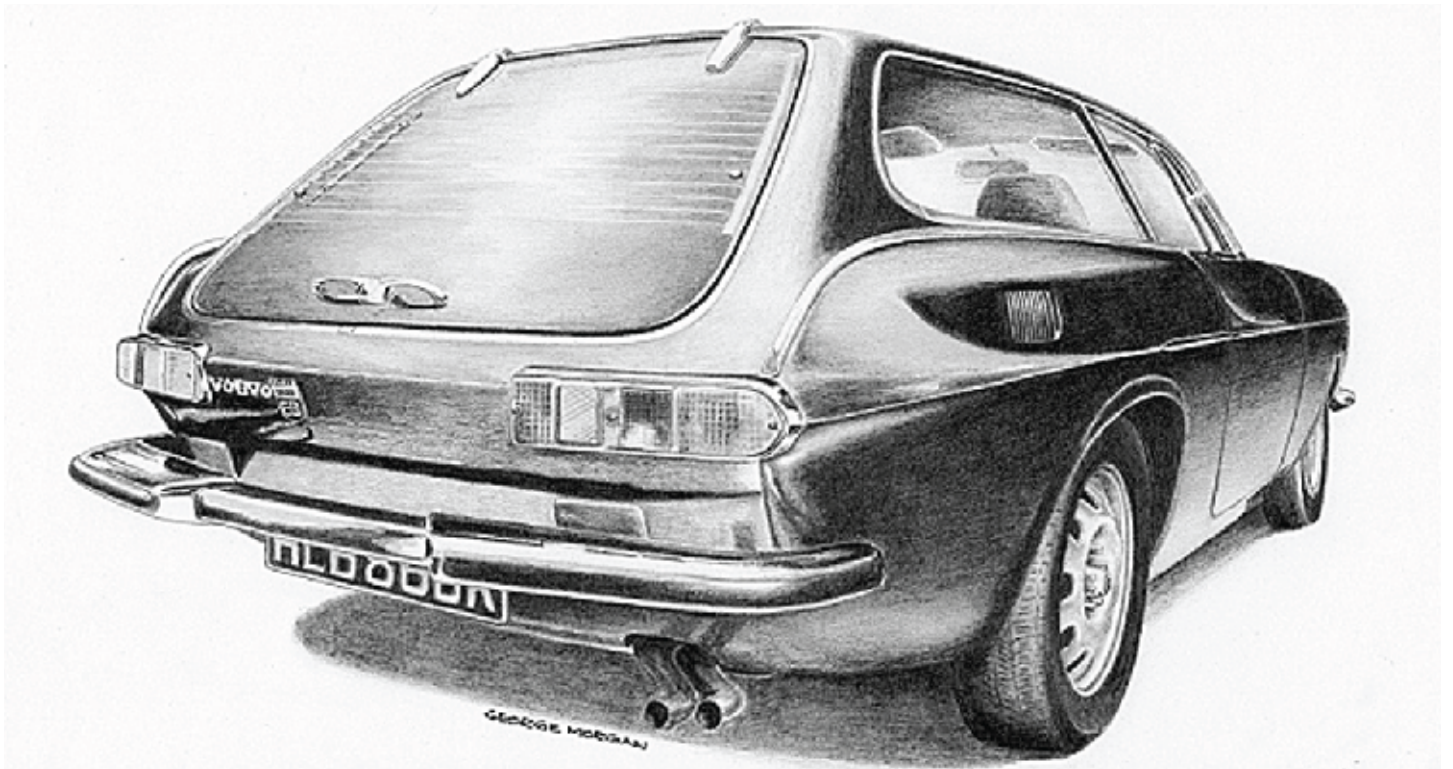
- Speak to specialist staff who share your passion
- Select your own repairer and receive a lifetime guarantee on authorised repairs
- Flexible premium options tailored to suit your individual needs
- We offer an agreed value to protect the value of your investment
- Save with competitive premiums for your daily drive
- Backed by Wesfarmers Insurance, one of Australia's largest general insurers with over 90 years heritage
- To find out more visit us online: www.lsvinsurance.com.au

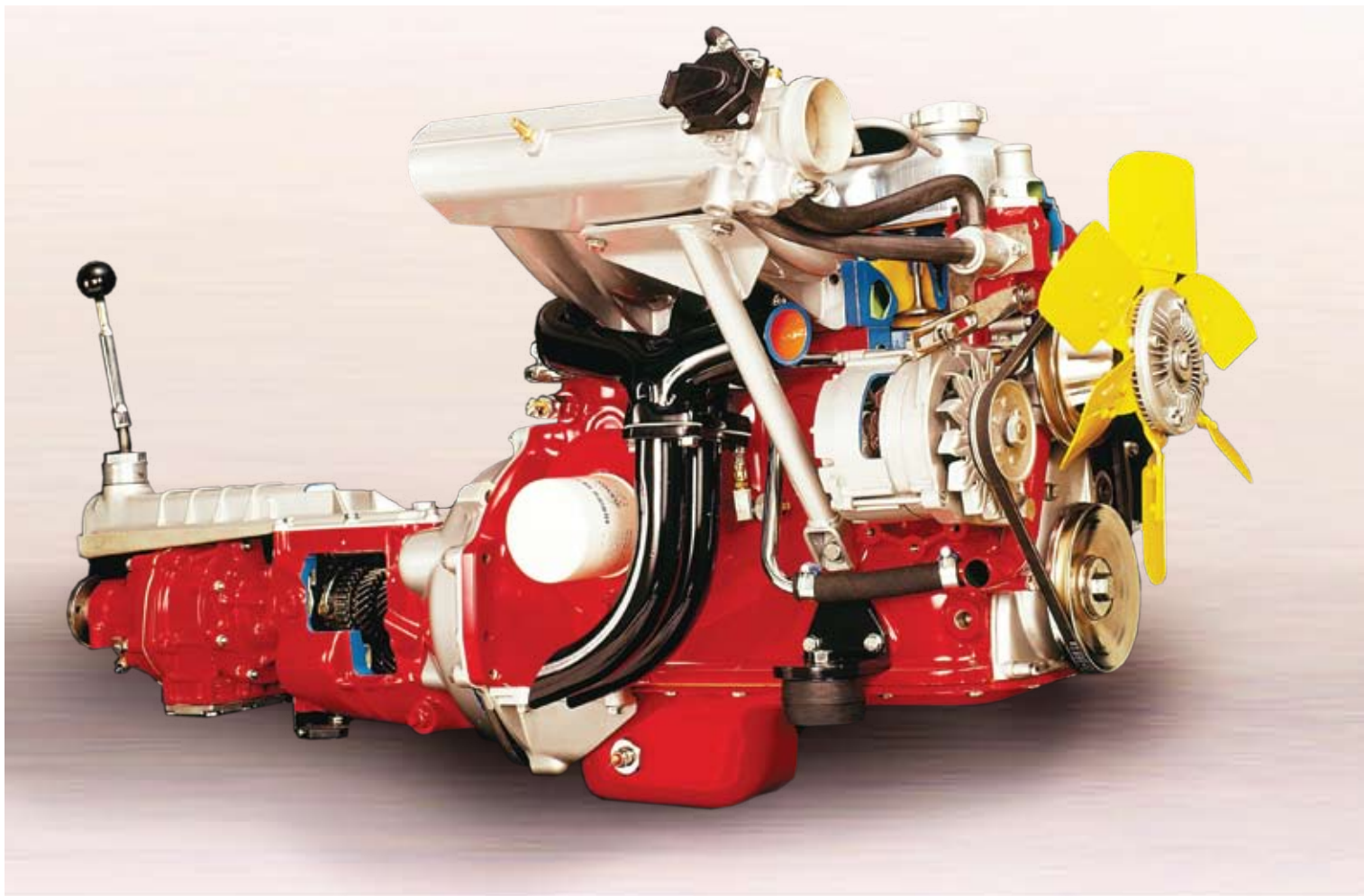
Lumley 
Special Vehicles

Call 133 578 today to see how much you could save



Lumley Special Vehicles is a trading name of Wesfarmers General Insurance Limited (WGIL)
(ABN 24 000 036 279 AFSL 241461). WGIL is part of the Wesfarmers Insurance Division of Wesfarmers Limited.
Consider the product disclosure statement to decide if the policy is right for you.









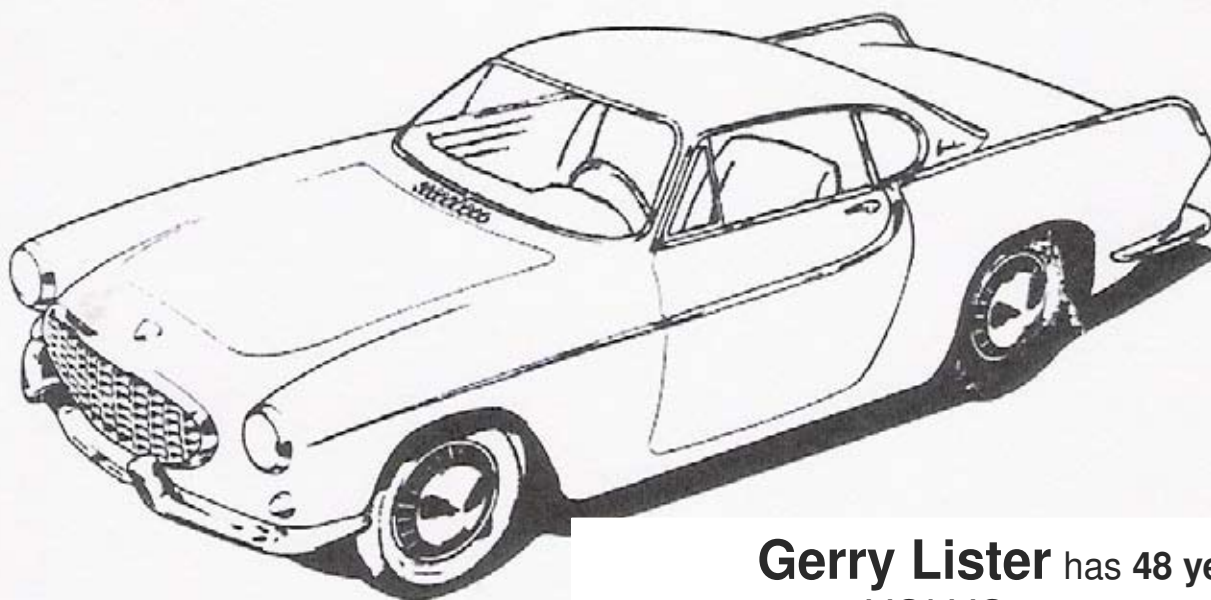
volvo downunderspares

CLASSIC VOLVO PARTS



To celebrate we now offer
all Volvo Car Club members
in Australia, a **10% DISCOUNT**
on all parts purchased from
Volvo Downunder Spares

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



**Also available are new
parts for 140 & 160 models**

Gerry Lister has **48 years**
experience with **VOLVO** so if you have a
problem and need help, call him anytime
– all advice **FREE!**

phone/fax 02-9499-6666 m 0412-221-211
info@volvdownunder.com.au www.volvdownunder.com.au

Volvo Car Club of NSW Inc.

President's Message

Warm greetings to all, and my sincere thanks go to all club members who voted me back in as president for 2012.

As I mentioned at the AGM the committee members make my job very easy and I am very grateful to have them back on board and again thank you very much for all their contribution throughout the year.



The President's trophy was awarded to Gerry Lister this year and the Bob McSweeney award went to James Hill and Sharon Thompson for their contribution to the club throughout the years.

I hope you all had a bit of a break to enjoy Christmas with family and friends and have re-charged your batteries, as our clubs activities are being organised by your committee for this coming year, and we have a pretty busy schedule.

If you have any activity you would like the committee or organise for you please don't hesitate to contact any of us at any time.

It is important for the clubs future to rally for new members so if you think you know anybody who would like to join let us know and we can get in contact with them.

As per usual there will be no General Meeting for January and our Show 'N' Shine, our first event for the year, will be held on Sunday 12th February See calendar for other dates.

Hope to see you all for a great 2012.

Take Care, Dolly

Vale Ritchie Blunt

It is with great sadness that we inform you all that our Ritchie (Blunt) passed away on the weekend of 10 December. He was 89 years old. Ritchie was farewelled in Leura in the Blue Mountains, where he lived for many years.

He was an inspiration to us all; completing his Masters Degree in Science at the age of 89 and coming to meetings from the Blue Mountains; a good 1½ - hour trip, (by public transport in the last couple of years).

Ritchie was an avid Volvo lover and owned a few of them over the years.

Here's to you Ritchie; we'll miss you mate. I think they have universities in Heaven, so you'll be right for something to do.

Love from all your mates in The Club.



Committee 2011



Affiliate of the Council of Motor Clubs

PRESIDENT

Dolly Diaz 0412 267 878
dolly_d@tpg.com.au

VICE PRESIDENT

Terry Thompson 9599 3726
terry@ttpm.net.au

TREASURER

Ted Warner 9521 8204
tw@firstneon.com.au

SOCIAL DIRECTOR

John Grist 0412 640 340
newcourt2@yahoo.com.au

ASST. SOCIAL & RAFFLE

Dani Neale

CAMS & CMC

Terry Thompson 9599 3726
terry@ttpm.net.au

CLUB PLATE REGISTRAR

Dolly Diaz 0412 267 878
dolly_d@tpg.com.au

SECRETARY / MAGAZINE EDITOR

Julie Williams 0409 161 357

hollymist@bigpond.com

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

▲ New Member

Hi All, The NSW club has a new member. Not an unusual occurrence you may say. However, I was intrigued as to where Peter (Burton), owner of three 240 series Volvos, got "Volvo Pete" from. Here's his reply.

Ahoy Jules. Just received my magazine and membership. My nickname "Volvo Pete" was a name coined by some of my mates because I've had so many Volvos. It all started after a serious car accident 1986 when I decided to drive safe cars instead of death traps (Volkswagens) I have only driven "Vollies" ever since. Regards Volvo Pete.

PS there's also a song "Volvo Pete" but I'll spare you from that. Welcome aboard Pete.....

Monthly General Meetings

Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road, Ashfield

8pm on the first Wednesday of each month

Next General Meeting is 8th February 2012

Social Dinner - From 6.30pm

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

Social Calendar

After a couple of meetings and much to'ing and fro'ing we have a tentative social calendar for 2012. Any changes to the calendar will be advised via email and / or the website , which is currently being revamped so keep an eye on it. www.volvocarclubnsw.com

On **26th January** (Australia Day) we have the **NRMA Motorfest** in the CBD. There's always a large contingent of classic cars, buses, bikes, you name it. And a food and wine fair in Hyde Park. The Sydney Festival will be in full swing.....the Harbour will be alive with activities like the Great Ferry Race so there's lots to see and do. Have a wander around the car display and hop on the City Bus down to the Harbour.

Sunday **12th February** is the **Show 'N' Shine** at Prince Edward Park, Woronora. Come along for some good company a bit of a 'nosh up' and your pride and joy might bring you a trophy or two. You gotta be in it to win it!

I'm hoping to organise a Lunch Run in **March** (maybe somewhere on the Harbour if I can swing it) so I'll let you all know via email when and where it will be.

April is still open as yet, but with Easter early in the month, people may be satisfied to rest up for the remainder of the month.

Sunday **20th May** is **National Motoring Heritage Day**. We will be following the same format as in the past with the idea being to get out on the road, visits as many venues as you like and **be seen**. There will be at least 6 venues for you to visit. The Heathcote Hotel venue, while being a good day out with a wine and food festival and some good blues music, was not well patronised last year so we are dropping it this year.

- | | | |
|----------------------|---|--|
| * West | - | Bella Vista Farm - 2 Elizabeth Macarthur Drive, Bella Vista |
| * Southern Highlands | - | Chevalier College - Moss Vale Road, Burradoo |
| * The Illawarra | - | Motorlife Museum - Integral Energy Recreation Park, Darkes Road, Kempls Grange. |
| * North West | - | Macquarie Park - Bridge Street, Windsor (Northern side of Windsor Bridge) |
| * South Coast | - | Berry Showground - Gillam Street, Berry |
| * North | - | Sydney Harbour National Park - Crane Close, off Middle Head Road, Georges Heights. |

June - is still in the works.

July - We are currently looking for a venue for "**Christmas in July**". There is a suggestion that we make a weekend of it an book into the really nice caravan park next to the RSL at Norah Head and talk to the club about putting on a Christmas lunch or dinner for us. It's a short stroll from the park to the Club, so no need to worry about the 'booze bus'.

Sunday **19th August** is the Council of Motor Clubs (CMC) **Shannons Eastern Creek Classic**. Because the August event this year was so successful for us, we may follow the same format and take a garage again in 2012. After all, since when do we need a reason to celebrate. Just owning a great car like the Volvo is reason enough. We would love to see some interstate visitors again this year. We will put out the Welcome Mat again for you, so come and make a weekend of it.

September Lunch Run - another event still in the works.

October - **Claytons Show 'N' Shine**. This one is always a hoot, with 'gag' prizes for ridiculous things like the cleanest boot, or the shiniest radiator cap. This year I'll try and match the prizes to the part of the car they are given for. Like a rubber boot (a nice one) for the cleanest boot etc. Come up with some suggestions guys. We could really have some fun with this one.

November - Open to suggestions.

December - **Christmas Party**. We're going back to Ted and Jan's for Christmas 2012, to Give Sharon and Terry a rest. The date will be Saturday the 1st December 2012.

There is a lot of effort going into making this our best year ever for 'Social Stuff'.....so, give the moths in your wallet a holiday and get along to a few.

Hope you all had a great Christmas and New Year

Jules



2012 Invitation Motor Sport Events



Fiat Car Club Motorkhanas - 2012

Sunday 29th April
 Sunday, 27th May
 Sunday, 24th June
 Sunday, 29th July (Rain out date)
 Sunday, 23rd September
 Sunday 28th October
 Sunday 11th November (Rain out date)

Fiat Club Motorkhana R2
 Fiat Club Motorkhana R3
 Fiat Club Motorkhana R4
 Fiat Club Motorkhana
 Fiat Club Motorkhana R5
 Fiat Club Motorkhana R6
 Fiat Club Motorkhana

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

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

Jules



The Leather Doctor Hill District

Unit 8, 7 Stoddard Street

Prospect NSW 2148

Ph: 9875 5378

Ph: 0419 808 246

Joseph.maiurana@theleatherdoctor.net.au

ABN: 48 646 939 443



Modern Cost effective show quality solutions

Repairs to scratches, cuts scuffs and stains

Total or partial re colouring of leather for a fraction of replacement cost

Total and partial re upholstery service-air bag certified-A class trimmer with 30 years experience

Cleaning and conditioning of leather interiors performed on-site or in workshop

Professional grade cleaning and conditioning products-Free delivery in Sydney metro

Mobile repair service available

Proven processes using the latest European products, in house full time technical adviser

Obligation free quotes and friendly advice for club members

20% off cleaning and conditioning products for club members (*available only in Sydney from The Leather Doctor Hills District*)

Yes, we do furniture too! The Leather Doctor is used and recommended by most major furniture manufacturers and suppliers.

Trusted by Prestige Dealerships and Furniture Retailers since 1986

Uncle Ted's Tips

I know that I haven't been in the tipping frame of mind for a while now – there has been far too much other stuff going on.

But hey – things haven't stopped at the 122 coal face. AND – no I have not put any petrol into the Diesel XC70's tank , honest.



However earlier in this year I did think it time to get the growl in the 120's gearbox fixed as it was becoming unpleasant – sort of thought that while I had the hands dirty with the gearbox, may as well do the head and camshaft. So out with the box and off with the head. By the way Chris Smith was helping out and it was he who was getting the hands dirty except that he wore gloves!

She who will be obeyed – yes I have one as well – suggested that we try and minimise the quantity of \$ being spent on the latest project – given that the car only travels a few thousand kilometres every year. I mean what sort of attitude is that – sounds perfectly logical- but where does logic stand when we are playing cars – well boys, am I right?

So the head was replaced with a fuel injected version and the new cam shaft was a fuel injected type. Plus we had the stano seat inserts done as well as a head overhaul – as you would – stem seals etc – no – no double valve springs.

The gear box got new bearings and new layshaft and after dismembering a few other gearboxes that I have in storage – we got a good cluster.

After a further adjustment to get the preload right the gearbox is just fantastic – no groans.

But drove the new and zippy car around and it overheated – the gauge went berserk – yes I mean berserk. It nearly twisted itself off its dial. So open the bonnet and expect to find the engine cooking – but all looked OK no frothing in the overflow, no signs of boiling. As you would know – what you do is turn on the heater full and low and behold – polish my ports – the temperature plummeted back to normal – almost in an instant.

This could become a long story as Gerry Lister was involved and I sort of hinted that a thermostat he got for me was not doing the right thing. He of course was right – it was 100% OK.

Gerry just so you know I wrapped myself in an old flour sack, beat myself with chains and coated myself in ash and lay at the front of the car in the cold for penance for doubting you.

Well to get on with the story – did you know that there is a pipe inside your head – not you head silly – inside the car's head – they all have one.

When the thermostat opens in response to the build up of heat in the head, this pipe distributes cooling water from the radiator to three points along the head – between the cylinders I presume- as it has a closed end and three holes along its length.

The bloody head we bought did not have one. Some b*****d had removed it . The so-and-so is the only one who knows why the previous owner of the head took it out but if I get the b*****d' I will remove his t*****s with a blunt pliers.

Now that is off my chest – I recovered a tube from an old head I have lying about and popped it into the head that was divested of said tube and pop my collets – all is now well.

But my supply of Valium has diminished somewhat.

But the car now rocks – it has a nice powerful feel to it that was lost. It has its 'mojo' back I think – I can't wait to get it out on the open road. Well it did have a bit of a fang along Heathcote Road – sort of like in the old days and it went very well, with 1*0 k's in 3rd coming up with consummate ease.

A week or so later we departed for Vietnam and China and since we have been back we have been flat out, no time for playing cars.

Speaking of Vietnam – I was called up for National Service back in 1967 and nearly got a free ticket there but alas I was physically impaired – I've never known why??? Hey maybe I had a pipe missing that I didn't know about. "

Happy Christmas and all the very best for the New Year 2012– Keep on Volvoing.

Uncle Ted



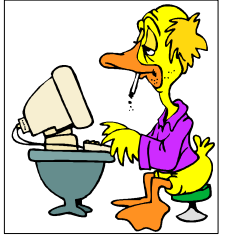
Ted's beloved 122

My Bit & Laugh Lines



**Volvo Rules
Okay!**

Yet another year gone and the party is over. We have had a great year in the NSW club with the 50th Anniversary of the P1800 in August last year and we enjoyed it so much, we gonna do it again this year. No..... not the anniversary bit, just the good time. And all our interstate Volvo clubbers are welcome. Just make sure you let us know in good time that you're coming so we can roll out the Red Carpet and make sure you have a good time too. Oh; I almost forgot - we (the 2011 Committee) were all voted back in again *so same old, same old*. I thought you'd all be bored with us by now, but obviously not, so I guess we'll just carry on regardless for another year.....methinks you deserve us !!



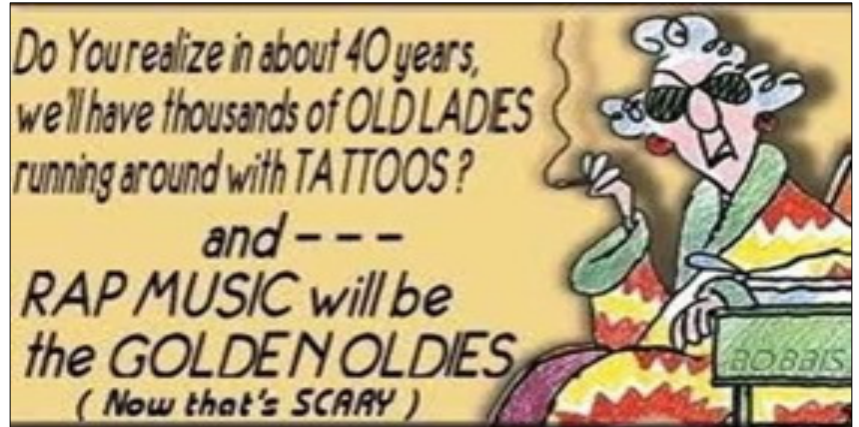
Jules

calories

(noun)

Tiny creatures that live in your closet and sew your clothes a little bit tighter every night.

Some Pearls of Wisdom.....



This is a word to the wise for all my motoring friends.....

I would like to share an experience with you, it has to do with drinking and driving.

Some of us have probably had brushes with the authorities over the years. The other night I was out for dinner with a few friends. After consuming too much wine, and knowing full well that I was wasted, I did something I've never done before.

Believe it or not, I took a bus home. Yes, a bus.



I arrived home safely and without incident. This was really a surprise to me since I have never driven a bus before!

A new priest, born and raised in Texas, comes to serve in a city parish and is nervous about hearing confessions, so he asks the older priest to sit in on his sessions.

The new priest hears a couple of confession, then the old priest asks him to step out of the confessional for a few suggestions

The old priest suggests, "Cross your arms over your chest, and rub your chin with one hand and try saying things like 'yes, I see,' and 'yes, go on,' and 'I understand.'"

The new priest crosses his arms, rubs his chin with one hand and repeats all the suggested remarks to the old priest.

The old priest says, "Now, don't you think that's a little better than slapping your knee and saying, 'No s**t, what happened next ?!'"



“The Party”



Well.....what can I say. The party was a blast.

We had a different caterer this year; a very nice Indian? gentlemen, named Frank, and I'm sure he thought we were all quite mad. Especially when he-who-shall-remain-nameless, emerged in a blow-up Santa suit. We couldn't event get Santa to come in person this year, he was way too busy he said, but personally I think that was just an excuse. We are a bit of a rowdy lot when we put our minds to it.

Anyway, we made the best of the situation and managed to have a good time in spite of this set-back. These are just a few of the photos taken on the night, with more to come (I hope) in the next issue.

Jules



VIC Events Coverage

Wrap-up of Final 2011 Events

Since the last edition went to press, we've had several club events. The first was MotorClassica on the weekend of the 23rd of October. This year, the club cars were positioned just adjacent to the main event, between the Melbourne Museum and

the Royal Exhibition Building. It was a fantastic day, and we had 9 Volvos in attendance: John Johnson (1800S - in the Concours area), Thorben Hughes (242GT), Mark Iceton (262C), Christine, Heino and Dion Nowatzky (164E), Walter & Gerard Gowans (1800E),



Chris Perkins (122S), Philip Perkins (122S), Greg Sievert & Wayne Bowers (1800ES), Len Ward (544) and Lance Phillips (142S). All-up, it made for a good cross-section of classic

Volvos, and we had quite a bit of interest in the cars. We were flanked by the Mercs and Alfa Romeos on





ACCIDENT REPAIR CENTRE

Steven Mallas
0418 588 395

43 Roberna Street
Moorabbin Vic 3189
Ph/Fax: 9553 5866

**Volvo
Restoration
& Custom
Work
Welcome!**

SERVICES PROVIDED

- | | |
|----------------------|-----------------------|
| • Insurance Work | • Prestige Vehicles |
| • Private Work | • Late Model Vehicles |
| • Panel Beating | • Fleet Repairs |
| • Spray Painting | • Third Party Claims |
| • Windscreen Repairs | • Free Loan Cars |
| • Detailing | • Conditions Apply |





one side, and the Porsches on the other (it was a Porsche anniversary year, so they had about 50 cars!) Inside, the quality of the cars was incredible, same as last year, and we

had John Johnson's special P1800 invited to represent the Volvos with the "big boys" in the Concours area.



There was always a good group of people checking out John's car, and they were all impressed. The Saint's Volvo was holding its own against the likes of Jaguar E-types that had undergone million-dollar restorations. Well done John! The great outdoor photos were taken by Gerard



Gowans, and the one of Thorben pretending to be paparazzi taken by Heino. There's also a couple I took from inside the concours area (including John's P1800) thrown in.

BERRY MOTOR GROUP

T/as Volv-Rek
VOLVO SPECIALISTS

SERVICE & REPAIRS

Email: sales@berrymotorgroup.com.au
Web: www.berrymotorgroup.com.au
16 Thornton Cres. Mitcham 3132
Phone: 9874-5544/Fax: 9874-8833





Moving on, we had our Christmas lunch and display day awards presentations in late November, again held at the Waverley RSL. The usual group of

about 30 members turned up and enjoyed a tasty meal and a few drinks. Kudos to the staff at the RSL for their attention and good nature, and for going to the detail of printing



special Volvo Club menus with the Volvo logo and all! After lunch we moved into the Members' lounge for the awards presentation and door prize draw. Mark Hoffmann did a great job on



the trophies again - this year's being a high-quality crystal design. Thank you Mark, and thank you Lance for being the emcee, and to Mark





Ice-ton and Dion Nowatzky for playing "Santa's helpers" with door prizes. Thanks also to those who provided some of the door prizes (I may be missing some people - sorry - but



I think Mark Iceton, Lance, Heino, and John Johnson).

In December, our Night Meeting was the usual club BBQ at Voldat, and mid-month we had the Safety Check Day, also at Voldat. We had a large turn-out of members and interesting cars (the one that most stood out for me was an immaculate yellow T5-R, and most unique would have to be Jacco's "66".) If I recall, Greg Dack manned the BBQ while Rod Patton gave cooking tips - thanks guys! Thank you to John for opening your shop and organising the food, and thank you Mark Richardson and Mark Iceton for doing the safety inspections.
Greg Sievert



1984 Volvo 242 R *By Kaspar Der Matteosian*



[This article originally appeared in the September/October 2011 edition of Rolling, the Volvo Club of America magazine.]

I have been a tech with Volvo for over 30 years—started out as a line technician back in 1979 and now a field rep for VCNA, which means I help the techs at the dealerships solve problems. I remember attending my first Volvo new car features class in the early part of 1980. The instructor was so proud of the 38 improvements made to the new 1980 Volvo. We have come a long way since then!

I bought my 1984 Volvo 242 Turbo back in 1990 when it needed a ton of work. I am the second owner. The first weekend I owned it, I replaced the engine and switched the gearbox from an automatic to a manual M46.

It was my daily driver back then, and my only car, so it had to be ready Monday morning to go to work. After a couple of years I did not want to drive it every day in order to keep it off the salty East Coast roads, so I purchased another daily driver. After that the 242 was my nice weather vehicle for many years until 2005 when I transformed it to a street/track car.

I've always been a huge fan of the 240 style and heritage, but I wanted more power than the turbocharged 2.1 liter 4-cylinder engine could deliver. Even though these redblocks

are almost indestructible, the alternatives are somewhat limited.

I debated between sticking with the redblock and building it out to the max, stuffing a V8 under the hood or going completely out of the box and installing our latest, most



powerful whiteblock engine from a S60 R. The redblock options were not so many, the V8 was not Volvo, so I went with door number three—the whiteblock.

It was late 2004, early 2005 when the beast went from concept to reality. I started the install with a test mule. I purchased half of a 240 that had been cut just after the center support bearing and worked with this for

the mechanical fitment.

This proved to be a solid choice since it allowed me to work out the trail fitment and not have to worry about scratching up the paintwork. Roughly three to four months later it was ready for installation in the real car.

Utilizing all the hardware and control units, I was able to get the vehicle smogged. This drive train today runs cleaner at idle than my old redblock did when it was shut off.

Since 2005, the vehicle has been transformed into a respectable track car. Keep in mind, it's not that easy making a tug boat to be light on its feet. I've braced up has tight has I could get it—everywhere and anywhere. Once you put over 325 ft-lb torque to the rear wheels that old buggy wants to twist. For example, I installed sport springs all around and double adjustable rear shocks. This has made a huge difference on the track.

Power wise the car has plenty to give. When I dynoed it a couple of years back, the results showed 300+ at the rear wheels. Getting all that power to hook up has been fun and challenging, but I love it to pieces. The car gets all kinds of interest at the track simply because one does not expect a Volvo 240 to be there or a Volvo period. However, I can tell you it holds its own and the Swedish flag flies high.

Today there is much interest with the younger generation for the RWD Volvos and hot rodding them. The whiteblock conversion is viewed as the hot set up and has received much attention on turbobricks.com. Kinda cool!

Being a pioneer back in 2004 and 2005 was not much fun at times, however, because this was not one of those car builds where you can pick up a summit catalog and start





The brakes have been upgraded. Not just good looking but a much needed improvement—ask me how I know.



Racing seats and four-point harness. Without them I would be steering from the passenger seat on track days.

making a shopping list. It involved a lot of one-offs.

During my engine swap I gained a ton of respect for fabrication. These guys built my intake pipes and exhaust. If you know one, he will be a huge asset to your build. Makes me want to learn better welding skills.

Aside from the fab portion, everything else was done by me. I spent many, many nights thinking and some of my closest work colleagues helped me along the way. I hope it never ends and look forward to reading about more Volvo builds in the upcoming years.

Special thanks to Mr. Martinsson who planted the seed in my head back in 2004. Groma Race Fabrication in Duarte, California helped me with

Specifications

Engine

2004 B5254T4 S60 R (all stock)

Engine Management

Stock with slight upgrade, using CEM, BCM, and ECM; OBDII; smog legal in California (toughest part of swap)

Transmission

Currently has an M90; working on a Getrag swap

Clutch

Dual-mass with a 850 clutch disc (will change with the Getrag swap)

Rear end

1031 with a Dana positraction differential (works very well)

Harness

Custom made to fit and control only what I need

Fabrication work

Custom 3" exhaust

Custom charge pipes with intercooler mount in lower spoiler area

Oil pan from a 960 cut down and re-welded to fit a 5 cylinder engine

Custom piping and controls for a/c, using 5 cylinder compressor

Chassis/Suspension

Braced up as tight as I could get it

Sport springs all around

Double adjustable rear shocks (huge difference on the track)

many upgrades along the way. Great guys! Ask for Ed.

Stick with your dream and keep seeing it in your head and before too long it will become reality. Keep the shiny side up!

Feel free to contact me at flyingbrick242@yahoo.com if you have any questions.

By the way, "flying brick" in my e-mail address does not refer to the Volvo, but is the nickname for the 4-cylinder engine that lies on its side with the head on the left and the crank on the right in my K1200GT BMW motorcycle.

Kaspar Der Matteosian is a field rep with Volvo Cars North America and lives in Murrieta, California. He can be reached at flyingbrick242@yahoo.com.

I purchased a 240 that had been cut off just after the center support bearing to work out the fitment of the new engine and transmission.



Brickbats & Bouquets:

Doof-Doof Boys, Hoons & ...Cyclists

The other day I was on foot standing at an intersection waiting for a "Walk" light when a car pulled up alongside me with the windows open. The music – especially the drums – was deafening even where I was standing. Thank God the car took off before I suffered permanent damage.

I remembered from my days in Occupational Safety & Health that continual exposure to noise higher than 85 decibels would result in permanent hearing loss. As I walked down the quiet street with my ears still ringing I imagined evil things about the Doof Doof Boy. First I figured with long periods of exposure to noise in excess of 100 decibels he would probably be badly deaf by the time he was in his 30s and need two powerful hearing aids. Then, because he liked living dangerously, he was probably a chain smoker. To cap it off he would have a liking for booze and

get drunk every week-end, or even after work during the week. Net result would see him dead by his 40s...if cancer didn't get him then cirrhosis of the liver would. Some people like living dangerously – but then I couldn't call it a short but merry life.

Maybe I should get ear-plugs and wear them when out walking. *[Grumpy gets run over by Greg's electric car because he doesn't hear it coming...Ed.]*

Then there are the HOONS who leave big black rubber marks on roads and parking lots. The only time I see them is when they take off at green lights and leave a cloud of burning rubber, or burning doughnuts on the TV news. Before I am too rude about hoons I must think about my chequered past. When talking about driving to a woman who knew me in my 20s, she remarked with a laugh "Once a hoon, always a hoon!"



Now this was most unfair. I only had a little, heavy, underpowered car in my Uni student days and had a lot of fun in car trials, hill climbs, sprints and motor

gymkhanas. I pushed the little car to its limits and beyond, but never won anything. At the end of the day after a particular gruelling car trial in Kangaroo Grounds, which was wild bush in those days with dirt tracks winding around gum trees, I commented on the VWs and MGs ahead of me doing sharp skid turns. A mate who was following in my dust remarked **"Your car looks very funny doing a sharp turn, it lifts its inside rear wheel high in the air like a dog piddling on a lamp-post."**



The hoon story I like goes like this: A young bloke roars into a service station in his immaculate bright red MG, chrome wire wheels, chrome bumper bars and all. He was being watched by an admiring giggle of girls at a bus stop. He filled the tank with a flourish, paid for the petrol and swaggered back to his MG, hopped in and fired up the motor, revving it hard and took off with screeching tires and a cloud of smoke. But in his haste to hang up the petrol hose he had neglected one small detail...the hose was hooked in his rear bumper! The hose acted like a big rubber band and as it stretched it lifted the back wheels off the concrete. Then the hose broke, the back wheels made contact with the concrete and the MG took off a second time and the hoon just managed to hit the brakes before he hit a petrol tanker. The bloke at the cash desk at the servo rushed out to view the petrol pump which was leaning at a forty-five degree angle. He was not amused. Nor was the MG driver as he examined his rear bumper which had ended up sticking out at ninety degrees from the back of the car. The school girls were killing themselves laughing and

VOLVO ANNIVERSARY DVD

**FEATURES OVER 300 PHOTOS
OF CARS AND EVENTS.
FOUR MOVIE CLIPS TOGETHER
WITH A MUSIC BACKGROUND**



**THE DVD HAS A RUNNING TIME OF 42 MINUTES
AND WAS PRODUCED BY KEVIN GREENAWAY TO
COMMEMORATE THE 25TH ANNIVERSARY OF THE
VOLVO 1800/120 CLUB AUSTRALIA INC AT THE
ARMIDALE NATIONAL RALLY IN 2011 AND THE
50TH ANNIVERSARY OF THE 1800.**

**COPIES OF THE DVD ARE AVAILABLE FOR SALE
A\$15.00 EACH PLUS POSTAGE \$1.20 -
POSTAGE OVERSEAS A\$4.30.**

Some comments to date.

"Excellent job, well done"

"Loved the mix of movies and still photos"

**"Great to see the DVD and good to see the 1800 is being
well looked after in Australia" - Volvo Sweden.**

"Brought back many fond memories of the Club"

"An excellent record of our club's history"

Orders for the DVD to be directed to

Kevin Greenaway, 72 Bishop Road, Beachmere 4510.

(Regrettably credit cards facilities are not available)



the MG bloke's cheeks were a good match for the colour of his car!

Was I a hoon once? I didn't have the money to buy and equip a 5- or 6-litre V8 and burn rubber but I might have enjoyed the adrenalin rush. Oh for days of one's misspent youth.

We are seeing an increasing number of cyclists on Melbourne roads. Now I have a confession to make: I ride a bike 7 kilometres to and from my gym on three days each week, and at times suffer abuse from drivers – also when they overtake me they get very close and then cut in quickly in front of me.

Also there seems to be moves afoot to register bikes, have number plates, and probably tax cyclists to pay for road maintenance. Now wait a moment, I have two Volvos and I pay some \$650 each and think I pay plenty to maintain the roads. Also I would like to know just how much wear and tear a light-weight bicycle does to a road surface in a year.



Bikes are reducing the carbon emissions, giving exercise, reducing the overcrowding on trains and buses, and even reducing the number of cars on the road. Bikes should be entitled to their one metre wide path on the roads. If you want to see bikes in action you should try travelling in Amsterdam and Copenhagen in peak hour [as I have].

"Ouch!" In driving around I have noticed that some 50-60% of cars have tow-balls fitted as an after market accessory. They look ugly on an otherwise sleek car (some

sticking out more than others) and I have occasionally had painful contact with them when walking between parked cars at night.

It has occurred to me that they ought to be an option that could be fitted at the factory and they could be made to slide inside so that they were flush with the car body. After all, cars come fitted with almost every accessory these days. I know you can have a "Hayman-Reece" hitch



fitted but you still have to get down on your knees to fit the ball extension into the square hole and secure it with a bolt. I have tow-balls on both

my cars and I occasionally remove them, but the ball and steel bar are heavy and I have to hold it up with one hand at the same time screw up two big bolts from underneath with the other hand.

All the best for the New Year to all Volvo drivers

Grumpy

[I found this image of a retractable tow ball - appears to be European standard, so not sure it would be legal for Australia! Ed.]



New at VP Tuning, products from Volvogue NL

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



Shadow-lines: This tape kit fits your Volvo 140, 144, 145, 240, 244, 245, 260 In exact OEM dimensions as the original ones.

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



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

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



Front Suspension Build *By Kevin Holden, Volvo Club of Victoria*

[Kevin is building a V8-powered 262C; See more info about the engine swap in the July/August 2011 issue of Rolling Australia]

Short struts

I've just taken delivery of a pair of Kapelhenke (USA) short coil-over struts. This is the last (?) of a long list of bits that I have been collecting for the Bertone/Chev. A photo coming in due course. The strut package consists of:

- Double adjustable Koni dampers
- Adjustable strut top mounts
- Eibach coil-over springs. 175lb./in.
- Modified (75mm shorter) and strengthened struts

Other bits I plan to use with this:

- Modified A-arms (by me)
- IPD 25mm anti-roll bar
- Poly bushes everywhere
- Ball jointed links for the a-r bar (also by me)
- Kaplehenke lower ball joint extension & roll steer correction units.

[Update, thought of some more bits and the struts are not a simple fit-up!]

According to Carroll Smith, a car builder of note, pushing the front track out as wide as possible has enormous benefits. The rear track is not so important.



Coil-over strut assembly with adjustable top mount

The usual practice of moving the top of the struts in to obtain negative camber, results in making the track a little narrower, an undesirable consequence. I therefore decided to make the A-arms longer and move the bottom out. Simple enough, I just added a piece from another A-arm, 35mm each side. (This was a guesstimate). I also needed 35mm steering arm extensions.

The negative camber was more than I need ultimately and will be less when the coil-overs etc. are installed (as you will see). At the moment it's

-1.5 to -2.5deg.

I trialed the A-arms in my 240 with the IPD bar, Bilstein dampers and stock links.

I was very impressed, actually I thought it was fabulous, the best handling I've ever experienced. There was some bottoming out on big bumps as I knew there would be (the car is very low and the angle of the A-arms was not good). But as I was planning for the shortened struts this was ignored. The short struts and the ball joint extensions will remedy those problems. The struts are 75mm shorter, (adjustable).

I also did a trial fit-up with the lower ball-joint extensions on a stock strut just to see how they affected things. These units are not meant to be used with stock struts as the overall length is excessive. They caused the track to be narrowed considerably (as expected). They are straight, not angled in like the Volvo "Group A" ones. They also have a choice of three holes on the steering arm to alter the steering ratio.

In fact there was not enough thread to adjust the toe-in. I was aware of this when I made the A-arms longer and will subsequently need shorter steering link extensions.

If you draw a line at 11degrees from vertical (the King Pin Inclination - KPI) then move a point up and down this (the stub axle) you will see how much that point moves sideways, more than you might think.

The 14x7in. wheels are still inside the guards at the top because of the camber,

looks good. Can't say the same for the rear view, a little odd with the now much wider front track. I can live with it, the benefits out-weigh the weirdness. And it's only visible to those trying to keep up. :)

I will need to use a minimum of 15in. wheels in the new set-up for steering arm clearance.

I don't expect the Chev powered Volvo to handle as well as the four cylinder Volvo with the same set-up, but that's OK, it will still be very good. The Chevy is a cruiser.

Negative camber and wider track by another, simpler method

Volvo made some lower ball joint housings that angled the joint out. The only ones I've seen are the two I have on my daily driver. When I next have it apart I shall take photos and record the part number. After fitting these I had to adjust the length of the steering links out about 15mm. I take this as a 30mm wider track, with up to -1deg. camber. No mods required to top mount.



Extended tie rod end

Regarding spring rates

On my daily driver I have used various stock spring rates. A recommended practice of learned people such as Carroll Smith, Volkenberg, et. al.

Springs are for up and down, anti-roll bars are just that - however they do affect each other to some degree. My daily driver has softer than stock springs at present, 85lb/in. (stock rates vary between 110-120lb/in., some people think I'm stupid, I think not.), which it seemed to need with the IPD 25mm a-r bar. Rides better, smooth over speed humps and still corners with very little roll. Not forgetting the dampers which play a major part. It's important to remember what a car is to be used for. A daily driver needs to be comfortable.

I suspect the 25mm a-r bar is a fraction too large as the car rocks more than I'd like on one wheel undulations. Spring rates may need to be a little higher and less a-r.

I've got enough to do so it won't get fiddled with for some time.

What I think about tyres

The extreme low profile tyres that are now the fashion are just that (IMHO). My wheels are bigger than yours and my tyres are like liquorice straps nah nah.

Granted, sensible low profile tyres can look good on some modern

cars, but I don't think they suit older vehicles. When the pneumatic tyre was invented it was a major development. A bit extreme in the aspect ratio and of course over the years it was found a stiffer tyre was much better. A/R in my time went from 78, 70, wow that was big deal, then 60, really good. Now A/Rs are much lower, somewhere the old rule of diminishing returns reared its head. Between 60 and 50 I think.

To achieve an acceptable ride with ultra low profile tyres, manufacturers have made the suspension bushes very compliant. Maintaining suspension settings under high loads is unlikely. An older vehicle with firm or poly bushes and liquorice straps and 300lb. springs will ride like a go-kart, skip all over the place and feel every crack in the road. There is a real risk of rim and tyre sidewall damage due to the lack of compliance. It's the tyres that need to be compliant; they are in contact with the road irregularities and have to absorb them. If you only drive on freeways I guess all you have to put up with is the road joins. Not many bends, except some on-off ramps. The Melbourne Airport (via the Bolte Bridge) exit off the Westgate Freeway is fantastic. But I digress. There are some less than average road conditions around here.



Special lower ball joint

An acquaintance here in Daylesford is not happy with the 17in. x 40 series tyres on his 850R. I've driven it and I wouldn't be either. You can feel every minor imperfection on the road surface. He has had his rims re-rolled twice. Rattles the shit out of his car.

I don't think they look all that good either, too much space between the tyres and the wheel arches.

Ben Kaplan the guy in the USA who manufactures the struts has never supplied springs as soft as I specified. He is sceptical of the outcome. We shall see. He has 285x18x30 tyres on his car @25psi. and deals with the occasional

damaged rim.

The local tyre agent keeps a stock of ultra-low profile tyres for the tourists. He has a large collection of fully treaded tyres with bugged sidewalls. I've used them to build some retaining walls in the garden. Dubbed the 'Dunlop Walk' by Ann.

I think you should be able to accelerate or brake on a corrugated road, if everything is correct then all will be well, no bouncing around, coins not jumping out of the dashboard tray. You can't brake, accelerate or turn if the tyres are not touching the ground. Fairly obvious I thought but there's people out there trying to.

I know F1 is special but check out their tyres. Their suspension designs factor in the tyres. I'm told they have 25mm suspension travel (looks more on TV). There is talk of a move to lower profile tyres for them too but nothing yet.

Call me old fashioned but I like and use 60 series tyres, @ 42psi. for track/fun days they're fine. I have old cars of course. Love my 240s. Actually I don't think of them as old, its other people who do. I have used 55 aspect ratio tyres and they were fine, but I did suffer a damaged sidewall. For those that know about such things as the Golden Mean, 60 series seems like a good idea. I bet that has confused some people. You'll need to ask me about it. I haven't done a weight comparison between large wheel/ultra low profile and my preference. Will do so soon.

Some of the books I've used for reference and general interest:

- Chassis Engineering by Herb Adams
- Race Car Engineering and Mechanics by Paul Van Valkenburg
- Prepare to Win, Tune to Win and Engineer to Win by Carroll Smith

Engine stuff: Two books by A Graham Bell - Four Stroke Performance Tuning and Forced Induction Performance Tuning.

I read a lot of stuff like this, occasionally there are things that are relevant or can be used in my field. The rest is educational.



Modified longer A-arm (left) vs. standard arm (right)

OTHER STUFF

I guess wheels have to be bigger to fit the larger brakes that are now required to stop overweight vehicles. I have a thing about the excessive weight of modern cars. I had a 67' Corolla, it weighed between 800–900kg., similar to most small cars. Now a Corolla weighs as much or more than a 240, crazy. Too many bells and whistles I think.

They might as well put a coffee maker in, nothing else to do. You still have to steer though. (As a lady in a Winnebago in the US found out).

It's a testament though to the abilities of the engineers to be able to achieve the levels of performance that they do with these fat, overweight cars. It won't be long before the daily driver is 2 tonnes.

An early model vehicle with late model running gear seems a good idea. This doesn't rule out pushrods, eg. LS3. Or like me, you use what you have, ie. 350 Chev.

Getting back to brakes, the main reason for the huge discs these days is to dissipate the heat. The limiting factor in stopping is still the tyre contact with the road and locking up a wheel when braking is easy, (discounting ABS) but not desirable of course. The trick is to be able to brake hard more than a couple of times, that's where heat dissipation comes in. If you can get enough cooling air to the discs they won't need to be so big and less weight, which makes me happy.

Apparently some aftermarket big brake upgrades can actually increase the stopping distance. Don't take my word for it, check out this website:

http://www.stoptech.com/tech_info/tech_white_papers.shtml

Removing weight from a part rotating at road speed has an effect equal to 3 times the weight removal.

[Continued on Page 43]

CLASSIFIED ADS: *Cars & Parts*

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

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

NEW COLOUR STICKERS! In addition to our new club logo sticker (details in the Membership section) we now have available two unique stickers available for purchase. The first is the Volvo Car Clubs of Australia sticker (colour image on back cover of magazine) 8x7 cm.



The second is a 242GT/262C register sticker with a 242GT and a 262C as shown below, 18x6 cm.



Volvo 242GT/262C Register
of Australia and New Zealand

Price is \$2.50 each + \$0.50 postage. Please contact Lance Phillips to purchase. Ph: 03-9707-2724 or email: lancephil@bigpond.com

VOLVO T SHIRTS FOR SALE. I've been clearing out my wardrobe and I've found about a dozen different T-Shirts from various Volvo meets etc, mainly the USA, which I never wear and I would like them to have a better home. If you are interested please email me at kgreenaw@bigpond.net.au for photos of the shirts and other details. Kevin Greenaway.

FOR SALE: 240 parts. Just about everything! Motors, gearboxes, steering, brakes, panels and doors. Ph. Volvo Pete 0404 878 289

1994 850 T5 Wagon 7 seat. Auto, White, Grey Leather, Climate,

Cruise, Columba alloys, Roof rails, Factory 6-CD with 6 speakers, Volvo immobiliser, keyless entry. Tow Ball, 216,500km. Just serviced by Voldat Automotive @ 215,539 inc. valve stem seals and cam belt. Rego and RWC until Feb'12. Has to go - upgrading to 240 Wagon (!) \$5,500 Phone Adrian 04324 89888 St Albans VIC

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



\$4000 - open to offers - **MUST SELL!** 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

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

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

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

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

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

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

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

DON'T FORGET TO CHECK THE WEB SITE www.volvovic.org.au for recent ads and colour photos!

Front Suspension Build

[Continued from Page 41]

At engine speed the factor is 15. So removing weight from these areas is very beneficial. Explains why that Renault those whackers on Top Gear put huge brakes on went slower.

I was looking for a word to describe what I felt was missing from many modern vehicles. I settled on lack of soul/spirit. They do most things quite well but no-one's home, if you get my drift. Don't get me wrong, I like all cars and will drive anything, but I have my preferences. My daughter has an S60, quite good to drive, tows a trailer exceptionally well, so what am I on about? It's a great commuter, that's it and all you need if that's all that is required. Case in point – Ann has an immaculate (thanks to Peter Hoffman) 940GLE, I wouldn't dare touch it for obvious reasons and I don't want to. It's perfect for the job. A stock 240 is quite sedate, so one has to fiddle to acquire something extra. Like a lot of cars I guess, personalise is a nice word. It's knowing when to stop personalising that's the trick. I'm guilty of bugging a couple of vehicles in my early years.

I like driving, pushing the pedals (no not toy cars), clutch, brake or accelerator when I want to, turn on the lights, wipers, (I can tell when it's raining or dark), change gears, change the radio station just by turning a knob, all without taking my eyes off the road. Look up an address in a street directory. The last task not while driving. Experience feedback from the vehicle, not to excess, but you need some, even on your commuter. For your road rocket, bring it on, feel the life and spirit of the machine.

It worries me that you can fiddle with all the computer based screens, menus etc. while driving; you need a camera out back because vision is negligible. Blind spots everywhere. I can't see much from the back seat of my daughter's S60 so a child in the back has no hope of seeing where they are going; no wonder they need a TV. Remember when roof pillars were made slim to allow better vision (touted as a safety feature and rightly so). Volvo 240s stacked up well, take a bow. I agree with the ban on using mobile phones while driving, I think it should apply to all those other gizmos too.

Now it seems cars are made to minimise injury when you crash, not minimise the risk of crashing in the first place. I wonder if you could have a sleep while driving the new Volvos with all their safety features, no, damn it, you still have to steer the thing.

Having a nod off whilst driving is an issue and I can see why it happens, nothing much to do to keep you awake.

I'm particularly annoyed by signs on the back of trucks stating 'if you can't see my mirrors I can't see you'. That's a design fault of the truck designer; passing on the responsibility to me, no thank you.

Imagine the uproar if one drove into a school yard in their SUV with that sign on the back. A practice I would hope all to avoid, ie. drive an SUV on school runs or at all.

Don't slacken up on your defensive driving techniques.

SUVs (Sports Utility Vehicle, huh), who are they kidding! A lot of people it seems, it's the only way to take children to school now. There's nothing sporty about an overweight 4x4. I know

what a sports car is, a P1800. Yay.

Am I confusing the meaning of SUV with utes or vans?

There are of course many people who have genuine reasons for having a 4x4. This is not about them.

A Volvo ad for a XC90 cites it as a sports sedan, get real. I would consider an M3 a sports sedan.

I don't mean to offend owners of moderns, this is just my opinion. If I was offered one free or cheap, I'm not stupid, of course I'd take it.

At this point I have started reading a book titled 'TRAFFIC. Why we drive the way we do', by Tom Vanderbilt. It's about human behaviour, cultures, vehicle and road designs. Smart man, he drives a Volvo.

"Any man who can drive safely while kissing a pretty girl is simply not giving the kiss the attention it deserves." Albert Einstein.

I'll cease writing now as I feel the above book covers everything much better and it includes references to support its findings.


Buy/borrow a copy, I think it's a must read. I got mine from Amazon. What a great name.

Cheers,
Kevin Holden

[We look forward to further updates on the project that will be quite the hotrod! Kevin can be reached via email at kevin.ann.holden@gmail.com]



VP Tuning



Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9775 5302
mark@vptuning.com.au

DVS

volvo performance parts

performance suspension components
performance braking components
performance parts to suit most volvos

ashleigh davies

0412 709 695

ashd Davies@optusnet.com.au

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

Printable On-line Application Available at www.volvovic.org.au



<p>() <u>New Application</u> (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)</p> <p>() <u>Renewal</u> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adult/Family and \$20 for Student/Pensioner. New memberships begin from date of processing, and are valid for 12 months. At the end of this period you will be asked to renew your membership (a renewal form will be posted with your final magazine). Renewed memberships are for 12 months from your membership expiry date (not date of payment).</p>
---	--

<p><u>Your Details:</u></p> <p>First Name: (Mr/Mrs/.....).....</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Street Address:</p> <p>City/Suburb: State: Post Code:</p>	<p>Membership number (renewal only)</p> <p>Surname:</p>
---	---

<p><u>Contact Details:</u></p> <p>Phone: (.....) Mobile: (.....)</p> <p>Email:</p>
--

<p><u>Car(s) Details:</u> (You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)</p>					
Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....
.....
.....
.....

<p><u>Membership Type:</u></p> <p>() Adult/Family (\$40)</p> <p>() Student (\$20)</p> <p>() Pensioner (\$20)</p> <p><u>Volvo Club of Victoria Stickers:</u></p> <p>() One Sticker (\$4)</p> <p>() Three Stickers (\$10)</p>	<p><u>Payment Details:</u> Total amount paid \$.....</p> <p>() CHEQUE () MONEY ORDER () OTHER.....</p> <p>() DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)</p> <p>Note: If you order stickers (at left), please add this amount to your membership payment. These will be posted out to you with your next magazine. For larger quantities, contact Lance or Greg.</p>
---	--

<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p>	
<p>Signature</p>	<p>Date.....</p>

<p>For information about the club please contact the President Lance Phillips on 03-9707-2724.</p> <p>For information about your membership please contact the Membership Secretary Greg Sievert on 03-9397-5976 (AH) or email greg.sievert@gmail.com</p> <p>Please send this form with payment or direct deposit receipt to:</p> <p>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</p> <p>If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to greg.sievert@gmail.com</p>

VOLVO CAR AUSTRALIA DEALER LISTING

Dealer Name	Sales Address	Town	State	Post Code	Phone No
New South Wales/ACT					
Trivett Volvo	75-85 O'Riordan St	Alexandria	NSW	2015	02 8338 2147
Alto Volvo	387 Pacific Highway	Artarmon	NSW	2064	02 9412 7555
Trivett Volvo Parramatta	70-72 Church St	Parramatta	NSW	2150	02 9841 4127
Peter Warren Volvo Cars	13 Hume Highway	Warwick Farm	NSW	2170	02 9828 8123
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
Hunter Viking Car Centre	16 Christo Road	Georgetown	NSW	2298	02 4960 1200
Woodleys Motors	200 - 208 Marius St	Tamworth	NSW	2340	02 6763 1500
Bellbowrie Motors	Cnr Pacific Highway & Halls Rd	Coffs Harbour	NSW	2450	02 6656 8700
Tynan Volvo Cars	37-39 Burelli St	Wollongong	NSW	2500	02 4229 3033
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
Jason Wagga	42 - 50 Dobney Avenue	Wagga Wagga	NSW	2650	02 6925 3211
Annlyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
Scuderia Veloce Volvo Cars	586 Pacific Highway	Chatswood	NSW	2067	02 9411 6677
John Davis Motors	38 Bathurst Rd	Orange	NSW	2800	02 6362 0966
Victoria					
Silverstone Volvo	591 Doncaster Rd	Doncaster	VIC	3108	03 9840 8868
Bilia Hawthorn	139 Camberwell Rd	Hawthorn	VIC	3122	03 9882 3600
Altitude Volvo Cars Brighton	913 Nepean Highway	Bentleigh	VIC	3204	03 9576 5399
Melbourne City Volvo	351 Ingles St	Port Melbourne	VIC	3207	03 9684 1070
Rex Gorell Volvo	212 - 224 Latrobe Terrace	Geelong	VIC	3220	03 5244 6222
Jacob Motor Group (service)	171-175 Melbourne Road	Wodonga	VIC	3690	02 6055 9829
Queensland					
Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
Southside Volvo (service)	Cnr Buranda Street & Logan Rd	Buranda	QLD	4102	07 3895 3535
Sunshine Volvo	179 Nerang Rd	Southport	QLD	4215	07 5509 7100
Southern Cross Prestige	Cnr James St & Anzac Ave	Toowoomba	QLD	4352	07 4690 2333
Pacific Volvo	129 Sugar Rd	Maroochydore	QLD	4558	07 5458 9738
Rockhampton Prestige	Cnr Musgrave & Armstrong Sts	Rockhampton	QLD	4702	07 4922 1000
Tony Ireland Volvo Cars	Cnr Woolcock & Duckworth Sts	Garbutt	QLD	4814	07 4726 7700
Trinity Volvo	94 McLeod Sts	Cairns	QLD	4870	07 4050 5000
South Australia					
Solitaire Volvo	32 Belair Rd	Hawthorn	SA	5062	08 8272 8155
Northern Territory					
Darwin Volvo	34 Stuart Highway	Stuart Park	NT	0820	08 8946 4444
Western Australia					
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
Tasmania					
Performance Automobiles	281 - 301 Argyle St	Hobart	TAS	7000	03 6210 7000

ON THE BACK COVER: Photo taken by Mark Standen at the Volvo Club of SA Historic Registration and Tech Day at Povey Motors – June 26th 2011. Lay-out design and photo re-touching by John Ware.

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

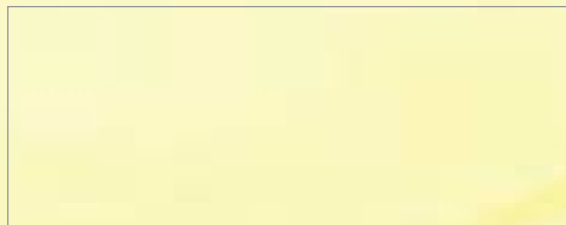
Rolling Australia

Print Post Approved

**PRINT
POST**

PP 032699/00016

**POSTAGE
PAID
AUSTRALIA**



1800/120 CLUB AUSTRALIA

