

# ROLLING

AUSTRALIA #203

July/August 2011

*Targa Tassie Tigers*



VOLVO CLUBS MEMBER MAGAZINE

# ROLLING

Rolling Australia July/August 2012, Issue 203

The magazine for the Volvo Clubs of Victoria, New South Wales, South Australia (Incorporating Western Australia) and the Volvo 1800/120 Club of Australia.

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## Contents

Victorian Calendar of Events	2
President's Prattle & National Rally Update	3
News, Membership & Treasurer's Reports	4
The Editor's Desk	5
Volvo Club of South Australia Pages	6
Volvo Club of NSW Pages	8
Volvo Club of Victoria Events Coverage	16
Victorian Display Day Winners	18
Display Day Centrefold	20
242GT & 262C Register	23
Brickbats & Bouquets: <i>The New People's Car</i>	24
Tidbits from the WWW	26
Volvo In the News	28
Volvo 1800/120 Club Australia Pages	30
Classified Ads: Cars & Parts	38
Club of Victoria Membership Form	40

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# Victorian Events Calendar

FOR THE LATEST EVENT UPDATES AND INFORMATION VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

July

## 4 (Wed)

### Night Meeting, 8PM

Guest Speaker Becky Tasker will be talking about the upcoming Motorclassica event. South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6. Visitors always welcome!

## 21 (Sat)

### Join us on a scenic drive to Yea!

Meet at the new service centre near Wallan on the Hume Freeway Northbound at 10:30AM, where we will have time for a coffee. We will depart around 11:00AM for a scenic drive to Yea, taking the Broadford/Flowerdale exit, driving through Tyaak, Strath Creek, Flowerdale, Break O'Day and ending up in Yea for lunch (choose your own café/bakery).

Once we've had lunch and a look around Yea, we'll head back towards Seymour on the Goulburn Valley Highway, turn left on King Parrot Creek Rd about 17 km from Yea and head towards Strath Creek, Tyaak, and back onto the Hume Freeway for home.

Optional stop (weather-dependent) at Greg & Wayne's bush block (between Strath Creek and Tyaak on Horan's Track) for those who are interested (1.8 km of unsealed road to get into the property – keep this in mind, primitive toilet facilities on the block – or use a tree!)

Please contact Greg Sievert ([greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) or 0401 713 595) if you plan to attend the drive.

August

## 1 (Wed)

### Annual General Meeting, 8PM (Free pizza at 7PM)

The club's AGM will be held at the night meeting. Free pizza dinner for all club members! South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6. Visitors always welcome!

## 18-19 (Sat-Sun)

### Council of Motor Clubs (NSW) Shannons Eastern Creek Classic (Sydney)

Last year's event was a huge success, with many Volvos in attendance! The NSW club has put the welcome mat out again for members from interstate clubs to attend this year.

See the NSW club magazine report for more information, and email Julie Williams (NSW club) ASAP on [hollymist@bigpond.com](mailto:hollymist@bigpond.com) if you plan to attend. If enough Victorian members plan to attend, we can organise to drive up as a group (let Greg Sievert or John Johnson know if you're interested so we can organise it!)

Event flyer available at [www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au) (click on the Eastern Creek link)

September

## 5 (Wed)

### Night Meeting, 8PM

See the website for more information on tonight's guest speaker. South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6. Visitors always welcome!

October

## 3 (Wed)

### Night Meeting, 8PM

See the website for more information on tonight's guest speaker. South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6. Visitors always welcome!

## 27-28 (Sat-Sun)

### Motorclassica

We'll be joining the "Picnic with the Classics" again this year. Held at the Melbourne Museum forecourt, in conjunction with the Motorclassica car show at the Melbourne Exhibition Centre. Contact Lance Phillips if you would like to display your car as only limited spaces are available.

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Michael Van Winsen  
Owner





# President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

May and part of June was spent Volvo spotting in Canada and Alaska or as Pam would describe an APT/ Travelmarvel sightseeing tour of Canada and Alaska – whatever! The tour was excellent although I found the plane journeys to and fro very tiring.

Windows of opportunity were few but on the Volvo front I had the pleasure of meeting fellow 242GT owner Bruce Feuchuk in Vancouver who has owned his GT since new and I supplied him some parts recently. Then on the following day during a brief period of spare time Pam & I had the pleasure of meeting Gregg and Rose Morris. Gregg is a Director of the Volvo Club of British Columbia and arrived in his pretty 1972 142E.

We enjoyed a few hours talking Volvos whilst the ladies discussed other things. These were highlights of my tour. Unfortunately we missed Irv Gordon on the East Coast as we left Toronto a few days before Irv was passing through. Volvos were pretty common and we spotted a number of various models during our trip including a purple 1973 164E!

It is back to reality now and completing details for the National Rally which will be published shortly so bookings can be made. The response has been good up to date.

The annual Show and Shine was again a successful day with around 50 vehicles including a Delorean [Volvo power]. A special thanks to those who made it successful. Members attended the National Heritage Day at Yarra Glen and Winton Historic Race Meet although not in large numbers but the Volvo flag was flown.

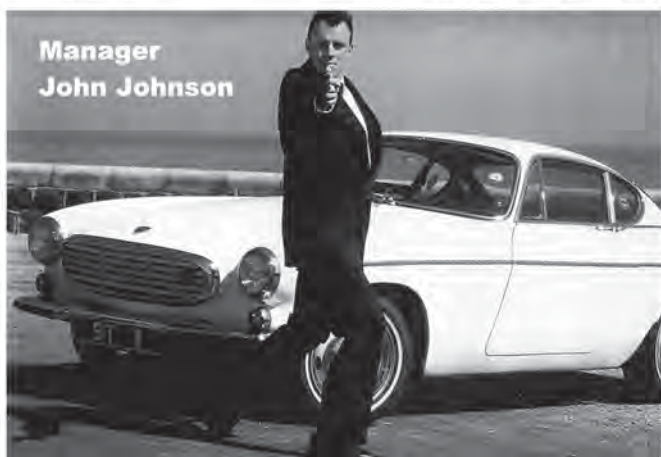


The AGM is coming up and I take this opportunity to thank the current Committee for helping to make things run smoothly and efficiently. I would also ask members to consider taking on a Committee position. The existing Committee cannot go on forever – I know I can't. It is better to have a routine changeover of some members rather than an impasse at the AGM. I do not want to see the Club at a point of dissolution as happened in 1985 so please think about it and discuss with an Executive Committee Member if you think you can offer some help.

Regards,  
Lance Phillips  
President,  
Volvo Club of Victoria



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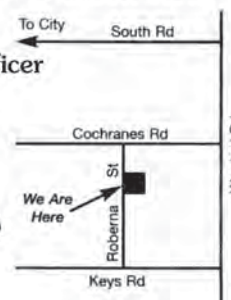
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# News

FOR THE LATEST EVENT UPDATES AND INFORMATION VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

## Magazine Postage

Notice to members of all clubs: for magazine delivery issues please contact the Editor and also your club's membership secretary (for address changes); if you're receiving duplicate magazines, please advise the Editor so we can keep costs down in future.

## Welcome New Members!

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

- Peter & Joy Basdeo (940GLE)
- Scott & Kate Lidgett (144x2, V70XC, Ferrari 365GT4BB)
- Ryan Skaarup (242GT)
- Oliver Holmgren (850R)
- Andrew Boughen (123GT) (also 1800 club member)
- Andrew Wharton (244)
- Timothy Fegan (240, S60)
- Gil Richards & Leslee Stafford (123GT)
- Alan Chambers (244)
- John & Julie Woodburne (XR Fairmont)
- Stephen Bartlett & Iain Mather (1800S)
- Lindsay Cripps (144DL)
- Robert Ferraro (C70, 242GT)

As of 23rd June 2012, the Volvo Club of Victoria has 221 members, with 9 having outstanding membership renewal 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 to confirm your membership renewal date.

Payment can be made by cheque, cash (at the night meeting) or direct deposit (details on the renewal form - be sure to include your member number and name on the direct deposit memo). Your new membership card will be posted out with the next magazine following receipt of your renewal payment.

Remember, if you have a car on Victorian club (CH) plates linked to the Volvo Club of Victoria, it is mandatory to keep your membership current. The club is required to advise VicRoads if any member with club plates allows their membership to lapse. Refer to [www.aomc.asn.au/cpsnewfaq.htm](http://www.aomc.asn.au/cpsnewfaq.htm) for Frequently Asked Questions. The FAQ were also reprinted on Page 14 of the Sep/Oct 2011 magazine.

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

## Treasurer's Report

The books are being finalised for the required annual accountant's review. Depending on timing, the report should be available at the AGM in August. Bank balance at 23 June 2012: \$5822.60. Any questions, please contact the treasurer.

Adrian Beavis  
0402 203 437 (AH)

## 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, computer, etc.)



Size is 65 mm in diameter approx. Prices are as follows: \$4 each, or 3 for \$10, or 4 for \$12. Stickers are available for pick-up at the night meetings, or can be posted for \$1 extra

regardless of quantity. Lance is handling the sales, so please see him at the meeting or contact him on 03 9707 2724 or via email [lancephil@bigpond.com](mailto:lancephil@bigpond.com).

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

## Corowa National Rally 2013

Reminder that we're in the detailed planning phase for the Volvo Clubs of Australia National Rally to be held in May 2013 in Corowa (on the NSW/VIC border). If you're thinking of attending, please let Lance Phillips know ASAP. We need expressions of interest now so we can start pre-booking accommodation and function centres. For more details, Ben has set up a link on the club website:

[www.volvovic.org.au/national-rally-2013](http://www.volvovic.org.au/national-rally-2013)

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# The Editor's Desk

GREG SIEVERT 03 9397 5976 AH 0401 713 595 MOB GREG.SIEVERT@GMAIL.COM

Hi everyone - and welcome to the July/August edition of Rolling Australia. I hope everyone is keeping warm as we've had some cold nights and rainy days in Melbourne this winter. Nothing compared to Detroit mind you, but with the damp it just seems to feel a bit colder!

The condensation and wet weather seems to have caused a few dramas with our 1991 240GLE wagon (the "goldmobile") lately. First, I must say the battery was getting tired and has since been replaced, but it didn't seem to be linked to the other issue. The car would start up fine, then start to run really rough (like it was running on 2 cylinders). Sometimes it died again and could be re-started, and at other times it ran fine then started running rough while driving. The car was down to about 1/4 tank of petrol, but not sure that was the issue. Wayne had to take it to the airport where it sat for about 4 days. Upon his return to Melbourne, he couldn't get the car started. I suggested he try unplugging the air mass meter to check if that was the issue - no luck - still wouldn't start. By this time the battery was cranking a bit slow, and Wayne was getting cranky himself (rainy, late at night, long term car park...). I suggested he try pumping the accelerator (last chance - worked on carburetted cars!) and sure enough, the car fired up. He stopped at the servo on the way home and filled up the tank, and the car has been running fine so far since then (and also has the new battery). A shame, as I thought this would be a good excuse to go out and buy a new C30! What happened? Who knows! I did put a new distributor cap and rotor on afterwards to be safe, but the "old" ones weren't too bad. Any ideas? Shoot me an email! I guess I should change the fuel filter and check the in-tank pump pick-up hose.

Back to magazine stuff, I forgot to give photo credit to Fernando Lecuna for the May/June front cover. Fernando's photo of Vicki Minassian in their P1800 was taken at the Volvo Club National Rally in Armidale in 2011. John Ware modified it to make the "Cloud 9" cover spread. Before I forget, the Targa Tasmania cover for this magazine has photos taken by Perfect Prints Hobart ([www.perfectprints.com.au](http://www.perfectprints.com.au)). Many thanks to Tim Jones from Perfect Prints for allowing us to use the photos. The front cover is the Batten 544, and the rear cover the White/Yelds 122. The photos were

not taken at the 2012 Targa Tasmania, but in prior years. John has heavily modified the background of the images - great work John! The colour centre spread (and greyscale images on the reverse of the colour spread) were taken by Gerard Gowans at our club display day, and the choice of photos and layout were done by John Ware. Thank you the Volvo Club of Queensland endowment fund for funding for the colour spread. In the next edition, we plan to have a special anniversary edition cover and centre spread for the Amazon Wagon, so if anyone has pics of their 122 wagons, please submit them via email ASAP for consideration. George Minassian will be doing a historical retrospective in the 1800/120 club section of the magazine.

Lance Phillips mentioned catching up with a couple Volvo club members in Canada on his recent trip. Gregg Morris, editor of the Volvo Club of British Columbia newsletter, has been emailing me a PDF of their newsletter for several years, and we reciprocate by sending a PDF of our magazine. I mentioned to Gregg in an email that Lance had enjoyed his trip, and wondered what Volvos Gregg owns. He sent me photos, and boy, does Gregg have some beautiful cars! I've included a couple pictures for your enjoyment. I haven't received a reply as



to where he stores them all - a common problem for those of us who have a "few" Volvos in our collections. Thanks Gregg for keeping us up to date with the VCBC happenings, and for allowing us to use images and stories from your newsletter from time to time. It's great to share the passion across such great distances!

The Victorian club continues to grow at a great pace, with 36 new members so far in 2012. It's great to see the revitalisation, and let's hope we can get some fresh members on the committee at our AGM in August. As always, if you have suggestions or feedback about the magazine, please let me know. So far members seem to be pleased with Ben's new layout - keep up the good work Ben!

Regards,  
Greg Sievert  
Editor, Rolling Australia





# Volvo Club of South Australia



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Please note that all SA Club related  
magazine submissions should be sent to:  
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craig.s.rasmussen@team.telstra.com

## Mystery Run – 20 May

We jagged a cool but sunny day for this club outing which began with a convoy of ten cars making their way to Stirling via Belair for a smoko stop and an opportunity to purchase something for the picnic lunch at the finish. Stage 2 saw us heading to Oakbank and a visit to J & AG Johnston – a malting and brewery business established in 1843. As well as supplying ales and other beverages to local hotels, in 1860 they diversified into non-alcoholic cordials which they continue to produce today.

The rest of the day ended up being a mystery to organiser Alexander as well. He had planned for us to finish at Murray Bridge for lunch, but underestimating how we Volvo owners like to have a chat, a group decision at Oakbank was taken to adjourn to the Woodside Pub for lunch, although some did find a local parking area to have their picnic lunch.

After lunch, a quick visit to Melba's Chocolate factory on the outskirts of Woodside for treat before making our return trips to Adelaide.

Our thanks to Alexander for putting together an interesting day out.





## Historic Rego Inspection and BBQ – 17 June

One of our best turnouts yet with 17 out of a total 30 members who have concessionally-registered vehicles with the Volvo Car club of SA attending the inspection day and Club BBQ. Chris was kept busy most of the day placing vehicles on the hoists for members to have a peek at the undersides of their cars. A big thank you to Chris & Rebecca for hosting this inspection day at the Povey Motors workshop including setting up tables and chairs, and a couple of gas fired patio heaters which were much appreciated as the weather set in later in the morning.

Incidentally our 30 members have a total of 45 cars listed with us at present, 10 of

which are non Volvo ranging from a couple of Holdens (EH and HR) to a 1949 Bedford Light Truck. Looking forward to seeing you all again at the AGM to have your Log Books endorsed for the coming year. Please remember to bring your current registration papers with you as well.



## Volvo Car Club of SA 2012 Events

### July

- 13 Annual General Meeting  
7.30pm – Glandore Community Centre  
Members with vehicles on Historic Registration please remember to bring along your log books for stamping.
- 15 Mid Year Lunch - Victoria Hotel, Strathalbyn  
10.00am Meet McDonalds Cross Roads  
Al carte menu - \$5.00 deposit per person required by 17 June to confirm your booking.  
After lunch browse the antique and bric a brac shops, visit the garden centre, sit by the river and relax.



### August

- 19 Bethany Reserve, Bethany, Barossa  
10.00am Meet Whitehorse Inn, Port Wakefield Road  
BYO Lunch, Drinks, Chairs and anything else you may need for a picnic. A time to catch up and relax with friends.



### September

- 14 Club Meeting  
7.30pm – Glandore Community Centre
- 30 Bay to Birdwood  
This year is the Vintage Bay to Birdwood and our Club will again be watching this event on the front lawns of the Gumeracha Hospital. Lunch tickets from the Gumeracha Hospital need to be booked and paid prior to the event. Cost to be advised closer to the date. Members to contact Helen Judd on 8341.8908 advising the number of tickets required. (The club will purchase all tickets on behalf of our members prior to the event). As usual our club will meet at McDonald's T.T.P and leave 9.00am. SHARP, this will allow time to drive to Gumeracha, park our vehicles and obtain a good advantage space on the front lawn. (Remember to bring own chairs, or requirements for own comfort.)



### October

Weekend Get Together. Details closer to the event.



# Volvo Car Club of NSW Inc.

## President's Message

Hi everybody it is nice to see the weather finally getting a little bit more settled even though winter is not my favourite time of the year.



We have moved to another location for our general meetings and it is nice to see more of the younger generation turning up to our meetings.

We all wish John Grist a steady recovering as he had a fall and has his leg in plaster.

I always have film producers etc calling regarding sourcing Volvo's for a film or ads so I will pass this on to the relevant members depending on what state of the country it is being produced.

August is approaching and we always enjoy the Shannon's Classic Display day at Eastern Creek, so all I can say start letting the committee know if you would like your car to be on display as we only have a certain amount of spots left.

Enjoy the events coming up and see you all soon.

**Take Care,  
Dolly**

## Committee 2012



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## Monthly General Meetings

**Western Suburbs Australian Football Club  
(now known as "Magpie Sports")  
at 40 Hampton Street, Croydon Park.  
6pm for a social dinner, with the meeting  
commencing at 8pm.**

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

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

Our new website manager, Brendan Machillicuddy, is doing a great job, so make sure you check the site regularly for updates and news.

It's the best place to get all the events and news as it happens.

**Jules**



# Social Calendar

## FROM THE DESK OF JOHN GRIST

John has been out of action with a health problem, so not much to report this time around.

**8th July** - We are booked into the Dural Country Club for a luncheon run. We are currently in negotiations with the club to see if we can have our Christmas in July lunch on that day,

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.

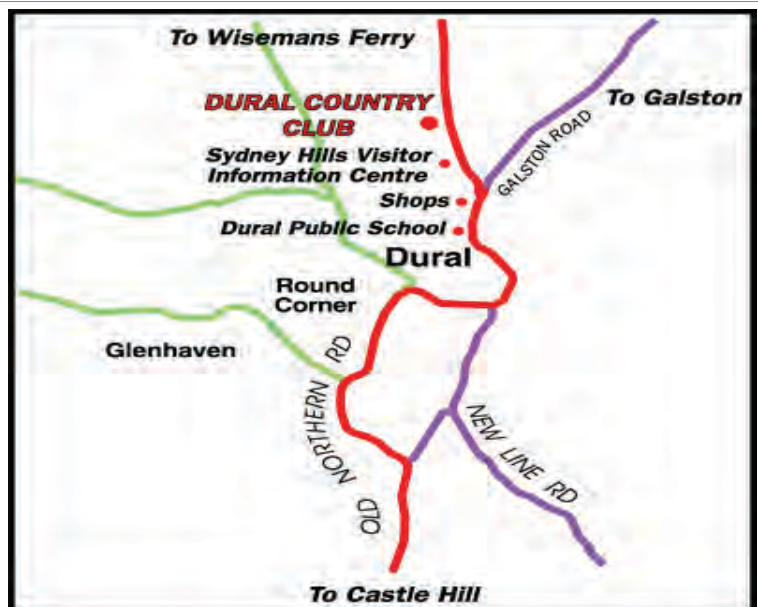
**September Lunch Run** - another event still in the works.

**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**. Change of plans for the Christmas Party. The date is now 8th December. Watch this space for more details.

## Dural Country Club Sunday Lunch – 8th July



**Sunday 8th July**, we're having lunch at the Dural Country Club. If you haven't been there before check out the map on the right. It's not a huge club, but the venue is very comfortable with a large bistro where you can dine indoors or on the terrace (*see pic above*). I've booked the terrace, but if it's too cold or wet we can move inside. It's a nice easy run and we'll let you know soon which is the best place to meet up so we can travel in convoy. The food is excellent and very reasonably priced. Check out the menu on the following page.

We hope to see you all there.

Jules

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



# The Club Grill Menu



## SPECIALS

Specials change daily, please see our Board for today's choices.

*All seafood on Specials Board is direct from Sydney Fish Markets. Specials are bought using the freshest ingredients relying on quality...*

*Chef Justin Ceselli*

## BREADS

Garlic Bread  
Herb Bread  
Bruschetta  
Tomato, garlic, basil, olive oil & balsamic vinegar  
Fresh Bread Roll & Butter

MEMBER \$	\$ NON- MEMBER
\$ 4.50	\$ 4.80
\$ 4.50	\$ 4.80
\$ 6.50	\$ 7.00
70¢	80¢

## ENTREES & SALADS

<b>Salt &amp; Pepper Calamari</b> Flash fried calamari served on lime aioli & tossed in Szechuan seasoning.	\$12.00	\$13.00
<b>Wild Rocket, Pear &amp; Hazelnut Salad</b> Wild rocket, shaved pear, roasted hazelnuts & shaved parmesan cheese tossed in a sherry vinaigrette dressing. <b>GF</b>	\$12.00	\$13.00
<b>Thai Fish Cakes</b> Assorted fresh fish pieces blended with garlic, chilli, lemon juice, coriander & fresh beans topped with a mango salsa & fried rice noodles.	\$13.50	\$14.50
<b>Caesar Salad</b> Cos lettuce, bacon, croutons, parmesan & poached egg.	\$11.00	\$12.00
<b>Caesar Salad with Cajun Chicken</b>	\$15.00	\$16.50
<b>Satay Chicken Skewers</b> Peanut marinated chicken tenderloins, grilled & topped with a satay sauce served with Jasmine rice & steamed baby bok choy. <b>GF</b>	\$12.00	\$13.00
<b>Mescalun Salad (SMALL)</b> Mescalun lettuce, tomato, cucumber & Spanish onion tossed in a house dressing. <b>GF</b>	\$ 4.00	\$ 5.00
<b>Mescalun Salad (LARGE)</b>	\$ 7.00	\$ 8.00
<b>Honey Tempura Prawns</b> Freshly battered king prawns coated in honey & sesame seeds & served with a hokkein noodle salad.	\$12.00	\$13.00
<b>Mushroom Risotto</b> Roasted field mushroom & sundried tomato risotto	\$12.00	\$13.00
<b>SIDES</b>		
Seasonal Vegetables	\$ 5.00	\$ 6.00
Roast Vegetables	\$ 5.00	\$ 6.00
Seasoned Wedges with sour cream & sweet chilli	\$ 6.00	\$ 6.50
Hot Steakhouse Cut Chips	\$ 5.00	\$ 6.00

## MAINS

(All meals served with fresh salad & chips or mash potatoes & seasonal vegetables.)

*Riverine Wagga NSW 150 day grain fed Angus! Hereford cross with a marble score of #2.*

	MEMBER \$	\$ NON- MEMBER
<b>300g New York Cut Steak GF</b>	\$26.00	\$27.00
<b>300g Scotch Fillet Steak GF</b>	\$26.00	\$27.00
<b>350g Veal Rump Steak GF</b>	\$24.50	\$26.00
<b>350g T Bone Steak GF</b>	\$25.00	\$26.00
<b>Fillet Mignon Wrapped in Bacon</b>	\$27.00	\$28.00
(Your choice of sauce: Gravy, Pepper, Mushroom, Béarnaise, Onion Gravy or Gluten Free Gravy).		
<b>Lemon &amp; Herb Marinated Chicken</b> 240g Grilled Chicken Supreme marinated in parsley, rosemary, garlic & lemon. <b>GF</b>	\$17.00	\$19.00
<b>West Australian Barramundi Fillet</b> Fresh grilled fillet topped with a pine-nut & blackcurrant salsa. <b>GF</b>	\$24.50	\$26.00
<b>Freshly Battered John Dory Fillet</b> Freshly beer battered & served with rocket aioli & a lemon wedge.	\$18.00	\$19.00
<b>Vegetarian Filo Parcel</b> Vegetable & Ricotta Filo parcel with a tomato coulis.	\$15.00	\$16.00
<b>S &amp; P Calamari &amp; Tempura Prawns</b> Fried salt & pepper calamari & tempura prawns with Lime Aioli.	\$25.00	\$26.00
<b>Lambs Fry &amp; Bacon</b> Grilled lambs fry topped with crispy bacon rasher and an onion gravy.	\$16.00	\$17.00
<b>Chicken Schnitzel</b> Freshly crumbed chicken breast lightly fried & served with gravy.	\$15.00	\$16.50
<b>Home-made Lasagne</b> Filled with beef, parmesan cheese, fresh pasta sheets & mozzarella cheese.	\$14.50	\$16.00
<b>ROASTS</b> (All roasts served with baked potato, baked pumpkin & seasonal vegetables)		
<b>Roast Leg of Lamb</b> (with mint sauce) <b>GF</b>	\$16.50	\$18.00
<b>Roast Leg of Pork</b> (crackling & apple sauce) <b>GF</b>	\$16.00	\$17.50
<b>Roast Prime Beef</b> (mustard) <b>GF</b>	\$14.00	\$15.00
<b>Combination Roast</b> (1 slice of each) <b>GF</b>	\$17.00	\$18.00
<b>Half Serve Roast GF</b>	\$12.00	\$13.00

## DESSERTS

Check out our display of delectable delights!

\$6.50	\$7.50
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## 2012 Invitation Motor Sport Events



### Fiat Car Club Motorkhanas - 2012

Sunday, 24th June

Fiat Club Motorkhana R4

Sunday, 29th July (Rain out date)

Fiat Club Motorkhana

Sunday, 23rd September

Fiat Club Motorkhana R5

Sunday 28th October

Fiat Club Motorkhana R6

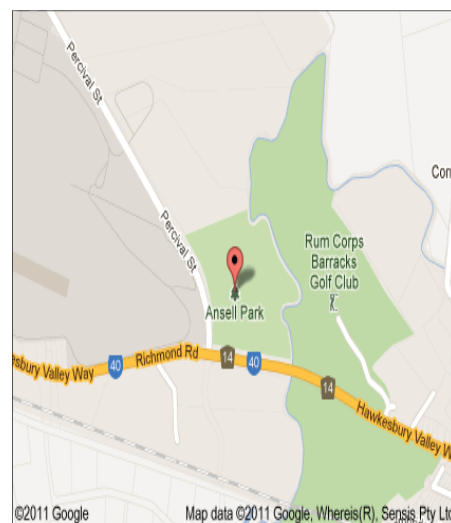
Sunday 11th November (Rain out date)

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**



## Thornleigh Car Club Events - 2012 From the Desk of John Grist

My other Club, Thornleigh Car Club, are promoting the following events for 2012:

- Sunday 26<sup>th</sup> August TCC Ernie's Revenge Motorkhana - Ansell Park
- Sunday 21<sup>st</sup> October TCC State Khanacross Round 7 - Ansell Park

The sup-regs and entry form can be obtained from TCC website

**[www.thornleighcarclub.org](http://www.thornleighcarclub.org)**

**John Grist**





## Volvophiles: Stories of the Serious Volvo Lover

Phil Singher, along with wife, Marsha Singher, are the creators of VClassics web site and VClassics magazine. They also create unique Volvo art that you must see to appreciate. In this e-interview Phil tells us their journey to becoming "Volvonauts."

How did you become involved with Volvos? Why did you become a Volvo lover,ophile, fan or what do you like to call yourself?

**Phil:** I like the term "Volvonaut." Our 122S came along with Marsha when I married her. It had been in a few fender-benders and had fallen on hard times mechanically, but it was her car and she loved it, so I was stuck with it. My background was in British sports cars and American muscle cars, so I didn't know a thing about Volvos, but at least the SU carbs looked familiar and the rest of it looked pretty simple.

Marsha got a job that required a freeway commute and the 122S wasn't safe for that at the time, so I took it over to get me around town. The more I drove it, the more I liked it; the more I liked it, the more I fixed it; the more I fixed it, the more I liked driving it...

That was 17 years ago. That 122S is still one of our two daily drivers. I only gave it back to her recently, now that I've got the 1800S into solid mechanical shape. One Volvo for two people is not enough.

**How did you make the transition from Volvo owner to Volvonaut?**

**Phil:** A process happens to some people that I don't quite understand myself. At first, you drive an old Volvo because that's what you happen to own, however you ended up with one. There's a certain challenge to using a thirty-year-old car as daily transportation, even one as rugged and simple as a Volvo. After six months of it, you're either going to stick with it, or you get something newer.

If you do stick with it, you end up knowing a lot about the car -- where to find parts, who can service it right, how to fix small stuff yourself -- and that's not an investment in effort that's easy to give up. After a few years, you're driving an old Volvo because you really want to, not just because that's what you could afford. You know all about it, and there's comfort in that.

And when you really want to own more than one, that's it: you've become a Volvonaut. It's pretty common -- I did a survey once and found that over half of the people who own an old Volvo own at least two.

**How did you start VClassics magazine, VClassics web site, and Marsha's Volvo art?**

**Phil:** I enjoy writing. On a whim, I wrote up some little article or other and sent it to Bill Webb, who astonished me by publishing it in the VSA (Volvo Sports America -- the national P1800 club) Western States Magazine. I was honoured! I wrote more, and Bill kept printing them. One day, we installed a modem in our home computer and had our first look at the Internet. Wow! Anybody could publish stuff on the Web.

I wanted to learn how and bought a book. I played around with all sorts of ideas for a "home page" while learning before settling on Volvos as a subject. Maybe I could do a web version of Bill's magazine. Bill wasn't interested, so I just did my own. It was pretty crude at first. By the end of the first two-month "issue," we were getting 15 hits a day, and I thought that was great.

What was even better, I started to get e-mail from Volvo fans around the world. If I'd said something that wasn't right, someone would beat me up for it. I learned a lot researching answers to questions people would send in. It was an education, and still is.

Somewhere during issue three or four, several Volvo specialty dealers contacted me and asked to advertise on our site. I was reluctant at first, but they talked me into it. Well, if I was going to take money for this, I'd better license it as a business and get a "dot com" name for it...

As for Marsha, she was teaching business computer applications at our local adult school. That's pretty dry stuff, and she started messing around with graphics after hours just for something different. I wanted her to share in the web site (after all, it was her Volvo that started all this) and asked her to work up a few pics for it. They got better and better. I can't do half of what she can these days, and I'm the one who works as a web designer.

The paper magazine came later, as a "by popular demand" thing. Marsha wanted to be in charge of that, and I knew nothing about publishing in print, so it became her project. I'd give her the material, and she'd do all the layout. Lately, she's gotten so busy doing that sort of work for others that I had to learn it myself. Whichever one of us can spare the time does it now.

Turns out this old Volvo thing has completely changed our lives. We both make our living doing graphic design for web and print. Neither one of us had any idea of that five years ago, and it wouldn't have happened except for the Volvo.

**How did you put your team of writers together for your magazine?**

**Phil:** I've always encouraged anyone with Volvo tales or knowledge to contribute material for the web site -- I couldn't possibly sustain that much output for years myself! Some people are just natural teachers and/or storytellers, and any true classic Volvo fanatic likes to chat about old Volvos. A few became regular contributors by their own volition. All I have to do is say, "If you've got anything to tell us in the next issue, I need it by..." It's completely informal and all done by e-mail, but it's come to \*feel\* like a team.

**Why do your web site and magazine appeal to Volvo owners? Do you promote your magazine and web site?**

**Phil:** A quality product speaks for itself. We have no advertising budget to speak of, so getting visibility is a matter of word-of-mouth, mention in other Volvo-related publications; things of that sort. Some of our sponsors toss in a VClassics flyer with parts shipments to customers. We get new readers one by one, but they keep coming -- it adds up over time.

*Continued next page.....*

While good service for older Volvos is available here and there, most owners live where there are simply no resources for them. Collectively, we spend hours every day answering e-mail questions, coaching owners through troubleshooting, finding them parts, helping however we can. We get a feel for what areas people need help in, then we'll publish a tech article covering that subject. They are really detailed, in-depth, long articles that we try to make as easy to understand as possible -- we write for the home mechanic who's just starting out, but there's lots included for the seasoned pro as well. We end up getting a lot of "I could never have done it without you" feedback, and that's very rewarding to us. On the web site, we archive all the tech material. Our print subscribers just need to save their back issues. It's like getting a whole shop manual in instalments.

I also try to balance the tech info with entertainment. We've had some great stories. We have lots of photos. We cover vintage racing from the inside. It's all good writing -- there's something in each issue to suit a wide range of tastes and interests.

#### How would you describe Marsha's and your Volvo-art?

**Phil:** I don't know that the word "art" applies, but it's fun. Using computer graphics, you can make composites of multiple photos and combine them so they look pretty real.

On the web, we tend to place Volvos in outlandish settings, or turn them into a herd of zebras, or have one show up in a famous painting -- goofy stuff like that.

We're a bit more staid in print, the only sustained theme being combining a classic Volvo with a classic \*something.\* Our first print cover was of a P1900 on the set of the film Casablanca. A lot of people thought it was real (even though there's more than a decade between them).

That's all Marsha's work. I do the grunt work -- logos, backgrounds, "straight" photos, the ads. She has a lot more patience than I do. Find Phil and Marsha Singher's web site at <http://www.vclassics.com>.

**The website is worth a look. There is a great article on an Amazon Restoration.....Jules**



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## Uncle Ted's Tips

This month is a very important milestone (kilometerstone doesn't sound right does it?) – as at June this year we have owned the 122s for 40 years – purchased June 1972. In fact it was the 2<sup>nd</sup> June and the next weekend was the long weekend and we drove it up to the Warrumbungle Mountains for a camping and hiking trip. What a magnificent place – it is a volcanic landscape – sensational. The car was AWESOME compared to my previous 1963 122S – And as we approach the end of yet another financial year I know how we are all looking forward to the year ahead – Carbon Tax and all.

Now I don't and won't wax politically about the alleged need for a Carbon Dioxide tax, but when the socialist powers realise all of us have these old gas-guzzlers we will surely be in their sights. Food for thought.

I know you will be pleased to know that even in these tight budget times I managed to squeeze a few dollars towards further refinement and upgrading of the 122S.

Just as an aside – my last order to Gerry Lister was less than Jan's last hairdresser bill! – But she looks great – Oh and the car does as well!!

The vehicle now has a new sticker on the coil – and a sticker to remind me about the antifreeze. These are magnificent. And new plastic bit for the heater controls

Then the crumbling covering caps on the passenger handles in the rear compartment have been replaced with shiny new ones. There is a bit of fiddling to get these on but it is fairly simple – they look great.

Also got two new black plastic wind on buttons for the quarter vent locks – I still have the originals that sort of work – over the years I have fixed them in the most ingenious ways – the new ones look great.

Then there was the new boot lining kit – I have persevered for years fixing the old one –now we have it all shiny and new – along with the new rubber mat it is as new – well close. I'm coming at you Graham!

Just in passing – it was my 64<sup>th</sup> birthday back in May – my main present was a knee arthroscopy – I know this is not a popular gift but believe me it is a lasting gift. Plus my loving wife, on advice from a loving friend, purchased for me a garage floor creeper. So Gerry, I can slip under the car and fit the new clutch lever rubber cover. The one on the car is a mess. While I am under there on my new floor creeper I will remove the clutch master cylinder and slave cylinder and put a kit through each in preparation for Corowa to which we are planning to go – I just haven't told Lance yet. But the form is on my office desk.

How good is that – hang on. I also purchased new rubber seals for the headlight trims – I had repaired the originals so many times – but they started to crack.

I just can't understand it – only 43 years old! And they said the car would only last 21.6 years??

I will add that the secret to keeping a car in good condition is to keep it under cover and virtually from day one the 122S has been in a garage or under a carport. Insiders report on what Targa Tassie is really like.



Hey – I went to Targa Tasmania as service crew for Andy White and Ashley Yelds who run the "Carrera Gulf Volvo 122S" – this is my name for it anyway.

I didn't know what to expect but it was the best fun – although you do need to see the fun in being very cold, being dirty and grubby, crawling under a car late at night on a cold concrete floor or rough gravel driveway, being awakened at 5.30 in the morning (I am not a morning person) and standing on a wet and windy and cold roadside waiting for YOUR car to come in for fuel, clean windscreen and check wheels.

The result was awesome – and I do not use the term loosely- Andy and Ashley are a fantastic team – their preparation was spot on.

We were in the lead in our class on the last (6<sup>th</sup>) stage of the final leg – a drive from Strahan to Hobart – going up the Grass Tree Hill and the car malfunctioned – it sputtered and coughed and would not go above 60 or 70 ks – which was the speed limit on the road – but not for racing – they should have been cracking 150 to probably 170 ks. So the seconds ticked past. Then as they made it over the hill

The car sparked back into life and off they roared. The fault – well who knows???

The end result was just AWESOME – second in class by ONE SECOND. Their best result so far in I think 7 years. Must have had a secret weapon????

We partied hard at the recovery dinner and luckily the day after I returned was ANZAC Day and I slept most of the day.

The 122S is a cracker. It runs the under 2.0 litre engine and the mods that could be had ex-factory in that era – like the 185bhp engine, and overdrive. It runs twin 45mm Webbers, tuned extractors and head mods courtesy of Volpro's Garry Comerford. It is a beast and the handling is superb.

Whilst in Tassie we needed to call on the help of an OD expert in Hobart – we need to say a big thanks to **David Short Automotive at 283 Elizabeth St Hobart**. These guys got the seized up OD working again by the way my Father taught me- belt the casing with a large hammer – but make sure you know where to belt it – fortunately David did.

Then we needed some engineering done on the speedo pickup and a new set of discs – the guys at **NBC Auto Parts & Engineering at 144 Hobart Rd Kings Meadow** did both. They were fantastic. They modified the speedo pickup and organised to have the discs sent to them from somewhere in Tassie and then delivered them to us at the restaurant we were eating at on the night Launceston has all the cars parked in the CBD – fantastic support from local business.

Our class was 'Early Classic' – I can assure you there are some seriously more powerful cars in the group than the Volvo.

In the overall Classic we were 13<sup>th</sup> and in the overall Targa – out of 220odd cars we made 53<sup>rd</sup>. AWESOME!!

The pics are of the "Crew" getting the car ready

Andy and Ted charging off to Hobart to get the OD fixed. The car drank two bottles of champagne. The drivers in the winners enclosure at Wrest Point Casino.





# My Bit & Laugh Lines....by Jules

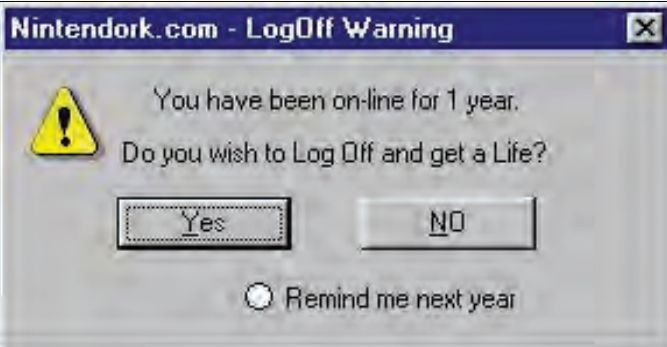


*'Evening All.....excuse me while I have a bit of a yaawwnnn. I have had THE busy month to end them all and I'm plum tuckered out !!*

*We moved house!!....Mr Editor and I haven't been able to straighten our backs for the last two weeks. That's why you didn't see me at the last meeting. Moving 35 years of accumulated "memorabilia" (that's what I like to call it....every bit of junk has a memory attached to it, don't you know) is no easy task, but thank you-know-who we had some help otherwise the council truck would have been picking me up with the rubbish !! See you all soon .....Jules*

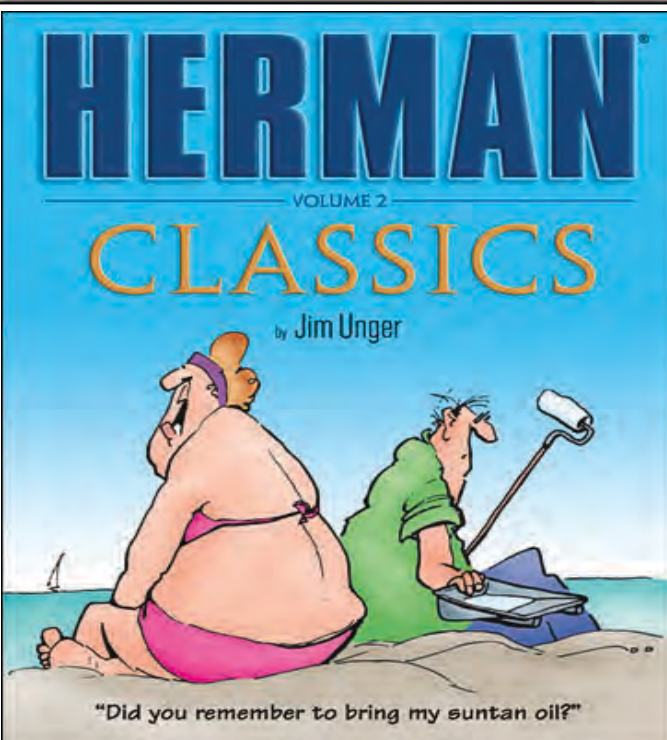
## Ole's Accident

Ole was working at the fish plant up nort in Dulut when he accidentally cut off all ten of his fingers. He went to the emergency room in the Clinic and when he got there the Norsky doctor looked at Ole and said, "Let's have da fingers and I'll see what I can do." Ole said, "I haven't got da fingers." "What do you mean, you haven't got da fingers?" "We's got microsurgery and all kinds of incredible techniques. I could have put dem back on and made you like new! Why didn't you bring da fingers?" To which Ole says..... (Are you ready for this???) "How da f%#@k was I s'pose to pick dem up?"



## It's nice to see a blonde winning once in a while!

A blonde city girl named Amy marries a Colorado rancher. One morning, on his way out to check on the cows, the rancher says to Amy, "The insemination man is coming over to impregnate one of our cows today; so I drove a nail into the 2 by 4 just above where the cow's stall is in the barn. Please show him where the cow is when he gets here, OK?" The rancher leaves for the fields. After a while, the artificial insemination man arrives and knocks on the front door. Amy takes him down to the barn. They walk along the row of cows and when Amy sees the nail, she tells him, 'This is the one right here.' The man, assuming he is dealing with an air head blonde, asks, 'Tell me lady, 'cause I'm dying to know; how would YOU know that this is the right cow to be bred?' 'That's simple...." she said, "By the nail that's over its stall," she explains very confidently. Laughing rudely at her, the man says, 'And what..... pray tell, is he nail for?' The blonde turns to walk away and says sweetly over her shoulder, 'I guess it's to hang your pants on.'



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# Volvo Club of Victoria Events

FOR MORE EVENT GALLERIES, VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

## Winton Historic Races

A big thank you to Noel Wilcox for providing free entry tickets to members of the Volvo Club for the 36th Annual Historic Winton event, held on the 26-27th of May, 2012. The event featured a display of over 400 historic cars, racing cars and motorbikes from the 1920s to the 1980s.

This year, we had 4 Volvos (3 of which were on display as Kevin's 240 wagon apparently wasn't "classic" enough to go in with the display cars!) On display were Len Ward's red 144, Walter Gowans' 1800E and Mark Icton's 245L. As usual Gerard Gowans got some great photos (some displayed on these pages). It looks like the racing action got pretty exciting during the day!

Watch for the event next year if you think you missed out, as undoubtedly we'll get some free passes again.



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## Display Day – 29 April

Our annual display day this year turned out to be a beautiful sunny day, which drew out a lot of cars (48 to be exact - close to a record number!)

As always, there was some variation in the mix.

This year for example there were no unmodified 242GTs, and many 240s. Only 2 1800s (plus John's in the Car of the Show corral) and 4 122s, a 144 and a 164 (Eric Ullner from SA). The remainder of cars were a good variety from the newest S60R Polestar, C30, S80, 850s, V70s, XC90, etc.

Most unique may have been Jacco Philipppo's customised Volvo 66 (DAF-built model). In the modified class, David Caligari's Lexus V8-powered 242GT and Greg & Wayne's electric 240GLE wagon got the usual attention from onlookers. We even had a Delorean in the line-up, belonging to a club member (Volvo PRV V6 engine of course). The 2 new S60s out front gave Volvo good press (one being provided by Altitude Volvo - thank you!)

The club provided the usual BBQ lunch to all members, and Robert Bakker (president of the Volvo 1800/120 Club of Australia) was our guest judge for the Master's Class. Mark Richardson offered some great deals on parts from VP Tuning - congratulations on 10 years in the business Mark! All in all, it was a great day. With our ever-increasing membership, we should be able to top 50 cars next year!

Greg Sievert

### **P1800 Class:**

- 1 06474H – Walter Gowans – 1800E Blue
- 2 CH9370 – Greg Sievert – 1800ES Yellow

### **120 Amazon & PV Class:**

- 1 CH1844 – Philip Perkins – 122S Grey
- 2 05586H – Chris Perkins – 122S White

### **144/164 Class:**

- 1 VOL164 – Eric Ullner – 164E Burgundy
- 2 LZL349 – Ron Horgan – 144GL Green

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

- 1 AUS262 – Doug Miller – 262C Gold
- 2 BXS666 – Len Ward – 262C Gold

### **240/260 Series:**

- 1 KMS222 – Kerryn Severino – 240GL Green
- 2 MK240 – Mark Hoffmann – 240GLE Blue

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

- 1 TTF689 – Gerard Gowans – 760GLE Silver
- 2 ANN940 – Kevin Holden – 940GLE Burgundy

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

- 1 GUDRUN – Gudrun Hoffmann – S40T Grey
- 2 07971H – Jacco Philipppo – 66 Black

### **850 & Later Class:**

- 1 VAG617 – Peter Hoffmann – S80 V8 Oyster
- 2 AT5R – Mark Richardson – T5-R Yellow

### **Modified Class:**

- 1 VEV240 – Greg & Wayne – 240GLE EV Wagon Blue
- 2 DC277 – David Caligari – 282GT 4.0 V8 Silver

### **Encouragement Award (Selected by President):**

Samuel Thorpe – 122S Red/White

### **Most Typical Volvo (Selected by Committee):**

Mark Icton – 245L – Orange

### **Master Class: (Guest Judge Robert Bakker, President 1800/120 Club Australia):**

Greg Sievert & Wayne Bowers – 240GLE EV Blue



Thorben Hughes (R) showing Mark Hoffmann (L) some of the finer details on his immaculate red GLE



You can always count on your club friends to lend a hand. Dion's 740T starter was playing up, so he needed a push



Paul Kennedy enjoying a Display Day picnic with the kids in front of his beautiful blue 760GLE



# vcv display day winners



Jacco Philippo



Eric Ullner



Kerryn Severino



Ron Horgan



Mark Richardson



Wayne Bowers



Doug Miller



Guest Judge Robert Bakker



Len Ward



Chris Perkins



Gudrun Hoffmann



David Caligari



Samuel Thorpe

Page layout by  
John Ware.  
Photos taken by  
Gerard Gowans.



Gerard Gowans



Greg Sievert



Kevin Holden



Mark Hoffmann



Walter Gowans



Mark Icton



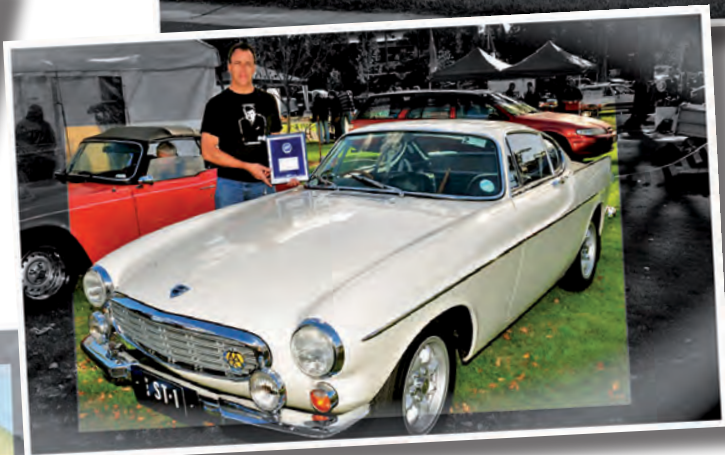
Philip Perkins



Peter Hoffmann



# Volvo Club of Victoria annual display day







Photos taken by Gerard Gowans  
Page layout and photo selection by John Ware



## vcr display day **cars**



*Photos taken by Gerard Gowans*

*Page layout and photo selection  
by John Ware*





# 242GT and 262C Register

03 9707 2724 AH LANCEPHIL@BIGPOND.COM

There is still a lot of interest in these models especially on eBay but also on Car Sales and the Club Web page which is very pleasing.

As mentioned in President's Report I had the pleasure of meeting a Canadian 242GT enthusiast, Bruce Feuchuk of Vancouver. Bruce has owned his 1979 model since new. Time restraints meant I did not get to see the car unfortunately but it was great to meet Bruce.

Craig Rasmussen in Adelaide is still working on his fleet. One has gone to Brisbane on loan to his auntie. This makes a little more room in the yard but not a lot as another 122 appeared to fill the gap!

I have been told to rationalise my fleet of three so I will be working on that over next month.

We had three gold Bertone Coupes on display at Flemington as well as David's V8 GT.

My car was absent as I drove the Altitude Volvo S60 demo for which I thank Robert Barber of Altitude for the loan of the car again this year. His support is appreciated.

Attention GT/262 owners: If you have a story let me know so we can put it in the magazine. Short or long it doesn't matter. I look forward to hearing from you.

Lance Phillips  
242GT/262C  
Register Captain



Top: Bruce Feuchuk's GT  
Middle: David Caligari's V8 GT  
Left: 262Cs at the Display Day



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# Brickbats & Bouquets

WITH GRUMPY

## The New People's Car

Old Henry Ford started it with his famous "T model". Herbert Austin built the "Austin 7" in the 1920's and after that came Adolf Hitler and the "Volkswagen" [German for people car] after that Andre Citroen and the "2CV Citroen" and finally Alex Issoginiv and the Mini Minor of the 1950's.

In every case it was a very basic car mass produced in vast numbers and at a price that ordinary people could afford to pay. Now we have the latest four seater with four doors and being sold at a price that in its own country sells for the equivalent of A\$2,800!

Before you rush out to buy one there is a small problem – it is only available in India, and even if you flew over and bought one and had it shipped to Australia you wouldn't be able to register it here as it lacks certain safety gear that we consider essential to save lives of suicidal drivers.

## The Tata Nano

The Tata Nano is a city car manufactured by Tata Motors. One of the smallest as well as lowest-powered (35 PS (26 kW)) cars in the world, it was designed to be the cheapest car in India aimed mainly at the lowest price segment in the Indian domestic market



Seeing an opportunity in the great number of Indian families with two-wheeled rather than four-wheeled vehicles, Tata Motors began development of an affordable car in 2003. The purchase price of this no frills auto was brought down by dispensing with most nonessential features, reducing the amount of steel used in its construction, and relying on low-cost Indian labour.

The Nano sold in India has a 624cc, rear-engine (for a less complex and hence cheaper transmission), manual transmission, four-passenger, four-door car. The car lacks power steering and safety features like air-bags and ABS.

The car was launched in the Indian market in March, 2009 with a pre-launch price offer of Rupees 100,000 (US\$ 2100). Among other reasons, new emission regulations forced Tata to refine the engine with a higher price tag.

### Tata Nano 2008 City Car

Body style: 4 door one-box  
Drive: rear wheel drive  
Engine: 2 cylinder SOHC petrol  
Bosch multi-point fuel injection (single injector) all aluminium  
624 cc (38 cu in)  
Transmission: 4 speed  
synchromesh with overdrive in 4th  
Wheelbase: 2,230 mm (87.8 in)  
Length: 3,099 mm (122.0 in)  
Width: 1,495 mm (58.9 in)  
Height: 1,652 mm (65.0 in)  
Kerb Weight: 600 kg (1,300 lb)  
635 kg (1,400 lb)

You can see that it is a very small car [probably not much bigger than the SMART for 2 car] and very light weight. The engine is very small and I wonder it would cope with four solid men aboard. Acceleration is claimed at 0-60 km/h (37 mph): 8 seconds, but I think this must be down-hill with a following wind! Fuel economy is a claimed 4.24 litres per 100 kilometres

The engine is mounted under the rear seats, forward of the rear axle, unlike the early VW where the motor was mounted behind the rear axle and caused the tail to wag the dog. Trunk capacity is tiny at 150 L (5.3 cu ft)

Front suspension: McPherson strut with lower A arm. Rear suspension: Independent coil spring and the brakes are drums all round and 180 mm in diameter. Why drum brakes when almost all other cars have disks? Answer: drum brakes do not need power assist and drum brakes are easier to repair by back-yard mechanics.

Would I buy one? Only if it had a 1000 cc motor and some means of demisting the front windshield. I would only use it locally...no trips to Sydney or Brisbane.



Tata have a capacity to produce 350,000 Nanos per year; but rival cars like the Maruti Suzuki Alto have overtaken the Nano. The Alto, which starts at \$6,200, had sales of more than 30,000 in November, making it India's best-selling car last month.

Apparently middle-class Indians do not want to be seen in an el-cheapo car!

## The 2CV Citroën

The car that in some ways resembles the Nano is the 2CV. An ugly little car stripped back to the basics. It was an economy car produced by the French car manufacturer Citroën between 1948 and 1990. It was technologically advanced and innovative, but with uncompromisingly utilitarian unconventional looks.



Front engine, front-wheel drive

Engines: The first model had a 375 cc air-cooled 9hp motor. After this proved too small the engine was increased to 425 cc air-cooled 12hp. And later to 435 cc air-cooled 18hp. and finally to 602 cc air-cooled 29hp.

Transmission: 4-speed manual

Wheelbase: 2.40 metres (94.5 in) Length: 3.83 metres (150.8 in) Width: 1.48 metres (58.3 in) Height 1.60 metres (63.0 in) Curb weight 560 kg (1,200 lb)

When asked about the 2CVs performance and acceleration, many owners said it went "from 0-60 in one day". Others jokingly said they "had to make an appointment to merge onto an interstate highway system".

The original 1948 model that produced only 9 hp had a 0-40 time of 42.4 seconds and a top speed of just 64 km/h, far below the speeds necessary for North American highways or the German Autobahns already existing then. The top speed increased with engine size to 80 km/h in 1955, 84 km/h in 1962, 100 km/h (63 mph) in 1970, but was not finally capable of US freeway speeds of 115 km/h until 1981.



While working in London and making a number of trips to the continent I was warned by friends to watch out for 2CVs on narrow long flat straight roads as the little duckling would be waddling along at a steady 52-and-a-half miles per hour [84.5 kph]. Many times I got stuck behind one and it seemed to be flat out, and I had to wait for an opportunity to get past them on the wrong side of road... I'm not sure about the half mph/kph.

Back in the 1960s Australians on a working holiday would return home on the adventure route – overland from London to Singapore usually in an ex-London taxi or a VW Kombi-wagon – then catch a boat back to Oz. A motorcycling friend of mine suggested we use a 2CV van as it was economical on fuel and since the engine was so small we could carry a spare engine in the back of the van, and if necessary could effect a change on the side of the road. Somehow the plot fortunately fell through and I'm still around to write about it.

Grumpy

## Kev's Mystery Car



For June, Kev's Mystery Car isn't even a car, or one car! Here's two to guess. Bonus points if you come up with the country of origin of each photo. Send your guesses to the editor!



The May/June Mystery Car must have been an easy one. Three people emailed the editor with the correct response (congratulations to David Caligari, Simon Klein and Anthony Williams!) The car is a Perentti – an Australian-built kit car based on the running gear of a Holden HQ Ute chassis, built around 1983-1985. Interestingly, the name is based on that of Australia's largest monitor lizard, the Perentie.

None of the respondents had anything good to say about the car!

## 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 below EMBROIDERED on the back.

The cost of each hat is \$26.00

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

*1800-50th Anniversary*





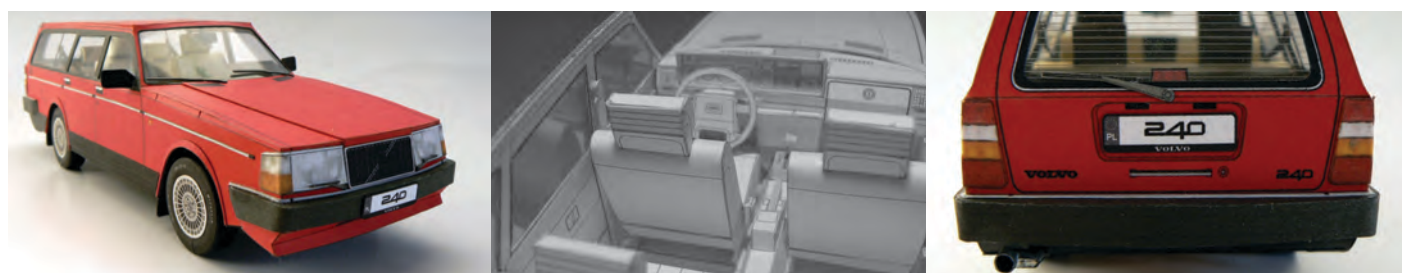
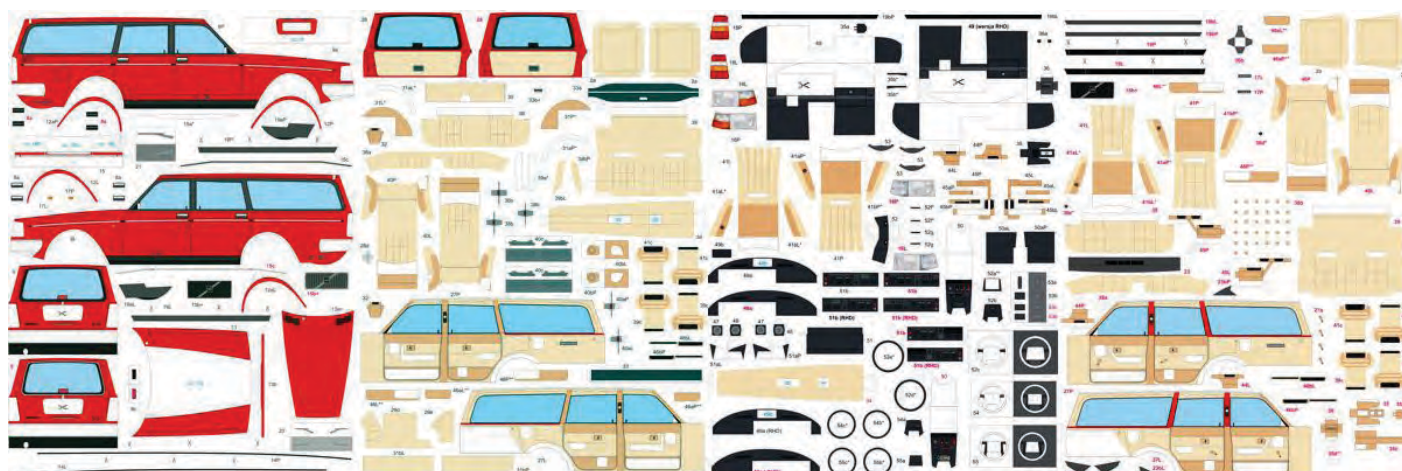
# Tidbits from the WWW

## DIY 240 Paper Models

Ever wanted to build your own Volvo 240 car – out of paper? Well, now you can!

A Polish Volvo enthusiast has developed a paper model kit that is now available for sale. It would require a generous amount of patience, as well as a steady hand. Shown are some images of the finished product and pattern page from the paper model kit.

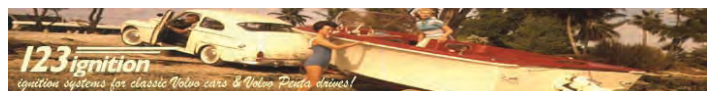
Check it out at [www.volvo hobby.com](http://www.volvo hobby.com) and click on the model link. The page is in Polish, but you can translate in Google translate if you like. A great project if you're snowed in for 3 months!



## Programmable Electronic Ignition Distributors

Anthony Hyde (e: [anthony.hyde@anu.edu.au](mailto:anthony.hyde@anu.edu.au)) sent through this link to a company called 123 Ignition. They make custom distributors for many of the Volvo engines...but not just any distributor. They are fully electronic, programmable and can be hooked up to your computer via USB cable to show an electronic "dash board" to assist with tuning in the correct maps.

They have various models to suit most (if not all) of the red-block engines (B16/B18/B20 including EFI, B21/B23/B230 including turbo). They can even be switched to run on LPG which could be quite handy in Australia. Check out [www.123ignition.nl](http://www.123ignition.nl) for more info.





## Incredible P1800 Restoration

This is a link my dad (Gary Sievert) sent me to an incredible album of photos detailing somebody's 1800 restoration. Check it out at <https://picasaweb.google.com/Volvo1800S/Volvo1800S67#>

You will be amazed at the level of detail going into the preparation of the body work, suspension, etc. Some serious money, but a seriously beautiful car!



## Webmaster Wanted!

Many of you have probably seen the great Volvo-related web site VolvoAdventures.com, run by Jim Hekker from New Zealand.

Jim's been doing VolvoAdventures.com for many years now and would like to see it taken over by a younger person with more enthusiasm. Jim thinks it has great potential with income from advertising and articles for a person

having the Volvo knowledge and drive to make it a success again. If anyone would be interested please email Jim at [jim@volvoadventures.com](mailto:jim@volvoadventures.com)

Have a look at the web site if you haven't been there before - it's an excellent source of information, including tech tips, photo galleries, project cars, technical specifications, news and more!

# VolvoAdventures.com



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# Volvo in the News

Have you noticed how Volvo has been all over the news lately in Australia? Go team! The Volvo PR department must be working overtime both here and in Sweden. It's great to see the huge number of Volvo-related articles both online and in the printed media. Here's a snapshot of what's been going around for the past couple months.

John Mellor's GoAutoNews (No. 635, June 20, 2012, download at [www.mellor.net](http://www.mellor.net)) featured a front-page spread on the one-off 374kW S60 Polestar performance concept and the production version of the V60 plug-in diesel hybrid. This edition also featured a story on the next-generation XC90 (which has now been confirmed to feature a plug-in hybrid powertrain).

Carsales.com.au has had numerous articles on Volvos, the latest being a story about the Polestar Volvo S60 race car ("Riotous ride: Volvo S60 Race Car).



Additional coverage includes recent articles on the V60 hybrid (due in Australia in 2013 according to the article) and C30EV ("Volvo's plug-in wagon on the way but C30 EV is a non-starter"). In an article speculating about an XC40 soft-roader based on the new V40 hatch (also due to hit Australia in 2013), the headline is



"Q3 rival is a must for the local market, says Volvo MD... And new XC90 can't come soon enough either." On pricing assumptions for the new V40, the Carsales.com.au tag line is "Don't expect \$35K pricing for the new V40 says local Volvo boss -- irrespective of how the rivals are playing the game". Commenting on the recent controversy about a new TV commercial for the V60, Carsales says: "Safe Swedish brand announces new vehicle safety test centre a day after being forced to remove 'dangerous driving' from its latest TVC". Finally, there's a road test of the S60 R-Design Polestar: "From bloody Volvo to bloody awesome with a few clicks of the mouse button..." All that in the span of about a month!

Moving on to The Age coverage, theage.drive.com.au Joshua Dowling had a first drive of the new V40, with the tag line "Volvo's technology-laden new V40 is a hard car to crash". In another article penned by Dowling, the title is "The world's most advanced hatchback" - pretty impressive stuff for Volvo! Dowling also drove the "\$300,000" S60 Polestar prototype and the new V60 plug-in diesel hybrid: "Swedish car maker Volvo has

released the world's first diesel-powered plug-in hybrid".

Moving over to carscoop.blogspot.com, no fewer than eight articles in June alone, with the main focus on the Polestar S60 concept car. Not picked up in the local media was a story about the Heico Sportiv V40 Tuning program and bio-diesel race car. There's also a "scoop" article

## Volvo wants XC40 in Oz



showing disguised and undisguised XC40 small SUV caught during testing. The most recent article states Volvo is "shopping around for a partner to build cars in North America, wouldn't mind talking to Fiat".





The V40 got major press, with its host of innovative safety features, the most significant being a world-first pedestrian airbag that deploys from the rear edge of the bonnet. Not only does the rear of the bonnet raise during a pedestrian impact (to provide more clearance from the bonnet surface to hard components under the bonnet) but also the airbag deploys along the base of the windscreen and up the A-pillars to cushion the pedestrian from contacting hard points in those areas. With the first drive tests of the new V40 hitting the press now, Go Auto's Ron Hammerton titled his review "First Drive: Volvo's V40 makes safety sexy". Read the review at [www.goauto.com.au](http://www.goauto.com.au)

## Targa Tasmania 2012

Congratulations to Andrew White and Ashley Yelds on their placing in the 2012 Targa Tasmania. The pair took 2nd place in the "Early Classic" in car number 222, the 1961 Volvo 122S. They finished only 1 second behind the lead Datsun 240Z! They have produced a diary of the race,

which is unfortunately too large to print in this edition of Rolling Australia. I'll see if we can get Ben to put the PDF files up on the club web site so everyone can have a look. Below is a sample of the diary - the last bit of Leg 5 of the race, showing just how close the Volvo crew came to taking 1st place! Well done!

*Sitting in the staging area ahead of running Grasree Hill, the rain had stopped and we were debating delaying our start to allow the roads to dry somewhat. We've always enjoyed Grasree Hill, as although there's a long hard climb for the first few kilometres, the downhill run over the other side of the hill suits our car well. Looking at the weather radar for storm cells, we decided a "go now" strategy was best, and we headed off. Those of you who recall last year's 3rd place result might remember we had a similar situation on this closing Stage (at the time we were 4th, just six seconds behind the 3rd placed Mustang -*

*we bettered them by 17 seconds to garner a podium by 11 seconds!)*

*We blasted off up the mountain, confident we could do a solid time, but realistic it would be open to an equally good effort from the Datsun. Barely 800metres in to the six kilometre stage, a bad misfire developed, with the engine barely running over 4,000 rpm, and our road speed dropping rapidly. We crawled up the hill for next 2½ kms, ready to jump out and push if need be, as if we could get to the top we could roll down the other side with enough of a margin to the Jensen's in 3rd place that our podium 2nd was still achievable. As we breached the crest of the hill, the engine came fully back to life, and we screamed down the other side – spectators witnessing a Jekyll and Hyde performance from the little Volvo. As we crossed the finish line, we congratulated each other for a fine effort and finish. As the Datsun crossed the line, we were working on our car, and*



*we pulled them over and congratulated them on their stellar win, as our six second lead had been surely shredded with the misfire. We were happy, elated really, as we'd improved on last year's third place in a much expanded and stronger field.*

*The real surprise though was when the times came in - the Datsun had driven just seven seconds faster over the stage – and had won the six day event won by just one second! We're not quite sure how we achieved second fastest time, just seven seconds down on the Grasree stage. To say we were/are a little chuffed was/is an understatement, enhanced by the thrill of the chase once again to the very last Stage. With an Outright (non-handicap) result of 13th Outright, ahead of Ferraris and hard charging Porsches it has been a very fine year. Room for improvement is marginal, but still a goal!*

**For heaps of great Targa Tasmania photos, check out the Perfect Prints web site [www.perfectprints.com.au](http://www.perfectprints.com.au)**



### TARGA TASMANIA EARLY CLASSIC - RESULTS AFTER DAY FIVE (FINAL)

1. Jon Siddins / Darren Ferguson, 1970 Datsun 240Z
2. Andrew White / Ashley Yelds, 1961 Volvo 122S, +1 second
3. Peter Ullrich / Sari Ullrich, 1963 Jensen CV8, +11m08s
4. Ross Steuart / Jill Steuart, 1962 Ford Anglia 105E, +16m02s
5. Henry Draper / Roslyn Draper, 1961 Morris Mini Minor, +19m53s





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 Greenaway

122 Members

## President's Report

Good day to my fellow classic Volvo enthusiasts.

Since my last report to you, I had the great pleasure of joining Victorian enthusiasts in Melbourne for their annual display day at Flemington racecourse. I was given the honour of choosing the "Car of the day". For those of you who have seen the car, it would come as no surprise to you that I voted for Greg and Wayne's 240EV. A truly remarkable achievement, from obviously two remarkable minds (and hands).

It was icing on the cake that John Johnson's 1800S was voted the car of the (entire) display too! What a nice 1800.

Of late, a good part of my spare time (after swooning my SWMBO, of course) has been devoted to the 123GT. The preparation for the respray involved stripping the body down, but not a lot of attention to the mechanicals, as these were just taken out and not looked at. Motor vehicle Law occupies most of my Monday to Friday, if any of you are stuck in this regard!

Reassembly has seen me divert attention to these parts of the vehicle now. The speedo reads 34000 miles. Of course, the \$64 question with a 120 is "yes, but how many times has she been around the clock?"

Well, I would now confidently say that it has been only once, so here is a 46 year old car that has travelled only 134000 miles. I still say, based on the condition of various parts, that it has been sitting unused for at least 10 years. It has had some front brake work, but it seems the engine, clutch, UV joints, rear brakes are (or at least were) original. Not the optimum state for a car I want to take to Corowa in '13. This is supported by further evidence of very minimal wear to the interior, again consistent with this sort of mileage.

As I write this, I am getting down to some of the finer details, like electrical. There are many more wires for a 123GT than a 122! It also helps if you get stuck to have another 120 in the shed so you can cheat!

Unfortunately this year I, or the club, have missed events. Our last event was washed out, on the very weekend I went to Melbourne. We still have events coming up, so members, please give it a go to come along. You might even see a new 123 soon!

Until next time, please enjoy this month's profile on a remarkable 122.



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Until next time, Volvo for life

**Robert Bakker**

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

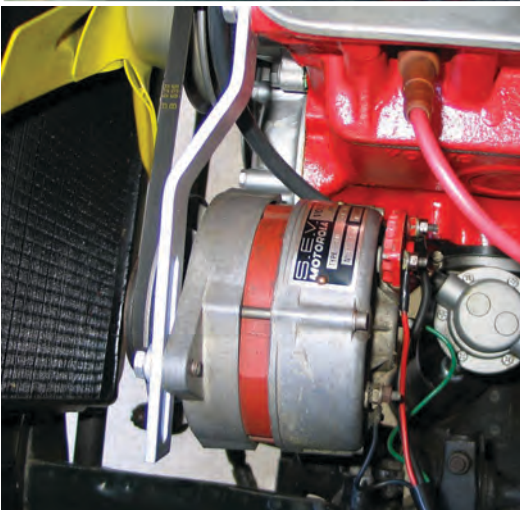


## Volvo 1800-120 Club Australia Inc.



*Robert's 123GT coming back together after the strip down and paintwork.*

*Is the paint dry yet Robert?*



### Did you know?

The first production Volvo model fitted with an alternator instead of a generator was the 1967 123GT. This was the SEV Motorola branded alternator. These were fitted on the fuel pump side of the engine where a special spot was made in the engine casting from then on, to provide for a bracket for the alternator anchorage.

While the 1967 model alternator was fitted with a solid state (transistorised) voltage regulator, the 1968 123GT was fitted with a mechanical one. Other model Volvos followed suit in 1969 with alternators and the mechanical voltage regulator.

*George*



Volvo 1800-120 Parts - Australia

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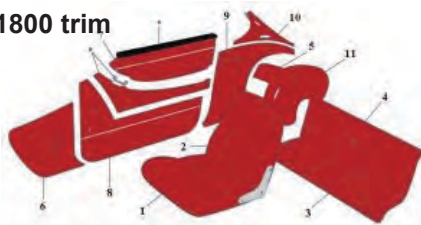
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120 trim



## VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 122S (1964 – with '65 Spec)

OWNER : LEN WARD (Berwick, VIC)

TYPE: 12234 HK

CHASSIS NO: 167076

COLOUR : 79-1 (PEARL WHITE)

UPHOLSTERY: 167-502 (RED VINYL)



This month I am proud to profile one of the cars from the immaculate collection of my good friend Len Ward of Berwick.

The history of Len's 122S is unlikely to be matched by many if any other Volvo in this country. A young newly-wed Ward went down to his friendly Volvo agent Kerwin Motors in 1968 in order to purchase a 122 Estate. There weren't any, but he instead found a beautiful white 4 door 122 sedan.



By paying the princely sum of \$2100, Len acquired a slightly used (41000 miles) vehicle with a B18D and an M40 gearbox, red seats and white paintwork. He took delivery on 3 July 1968. This became Wardie's first Volvo.

Not much has changed (with the car) in 44 years (though the fleet has grown much bigger). A water pump was recently changed on this vehicle which has now travelled only 103214 miles (at time of interview), but aside from oil, plugs etc, this car is as it left the factory in 1964!

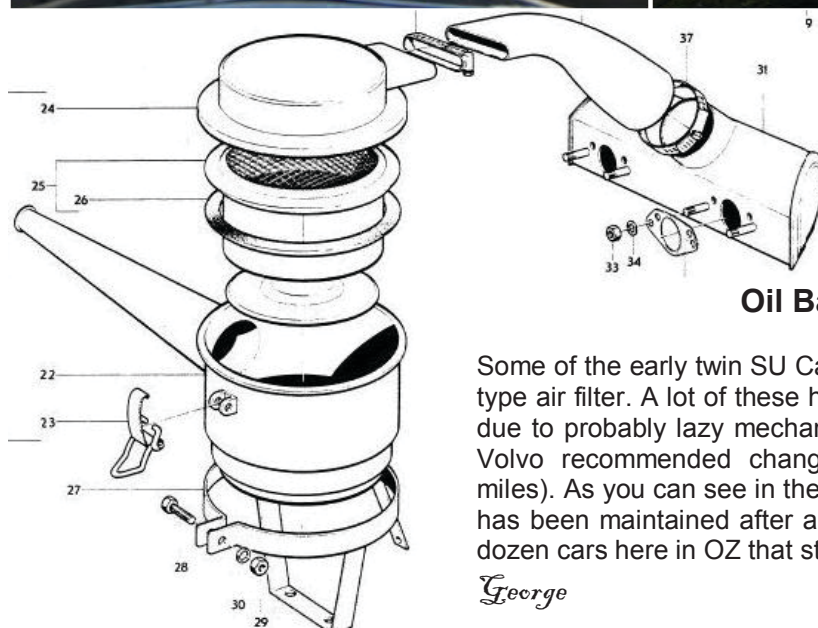
One unique aspect of the car's history is that this car took Wendy to hospital to deliver their daughter Kathy. Decades later, the same car took Kathy to her wedding and to the same hospital for the subsequent birth of *her* daughter Stephanie! Len says Stephanie will be welcome to do the same. He knows the car will still be there, but is not so sure about himself!!





Len's car is only used occasionally now, and can be seen on the "Ward Route" around Berwick that Len "exercises" his fleet in. Having driven the vehicle, I can attest to its stunning originality. Although the B18 is original, she had no trouble winding up to some pretty decent speeds on the way to Adelaide for B to B 2011! She still wears original no. plates, and even Michelin XXZ tyres! She does have a rather staunch aversion to the rain, however!

Good on you Len.

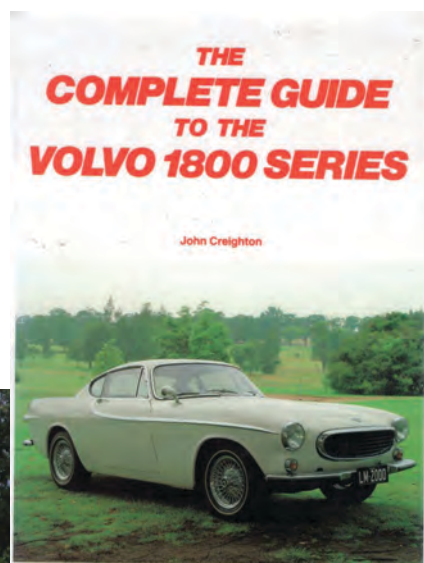


### Oil Bath Air Filters

Some of the early twin SU Carb 122S models came with an Oil Bath type air filter. A lot of these have now disappeared from cars mostly due to probably lazy mechanics. Very easy maintenance on these. Volvo recommended changing the oil every 10,000 km (6,000 miles). As you can see in the above picture of Len's engine bay, this has been maintained after all these years. I know of at least half a dozen cars here in OZ that still have their Oil Bath filters in use.

*George*





## My Simon *by Jeanette Mouatt*



Yes, that is what I call my beautiful 1800S. My journey to own one of these cars started many moons ago when I was a wee lass. I used to watch *“The Saint”* starring Roger Moore, with my Grandma.

I used to drool over his white car – and him – and would dream about owning a car like that when I grew up. Well I grew up and had children of my own. Every time I saw a *Saint* car I would stop and drag the members of my family who were with me at the time – to come and ogle over the car with me.

In frustration, my son exclaimed one day – *“why don’t you buy one”*? I pondered this idea for some time and thought *“what a good idea”*!!!

So started my venture to find a car. I didn’t realize what was ahead – and now he looks and goes well- I am very happy with my decision. However, there were times along the way I questioned my sanity. And the bank balance slowly decreased.

I was living in Tamworth at the time – so had *Simon* completely restored and reupholstered. He now has *Saint2* number plates. George has spent a lot of time on him mechanically over the last 6 months or so - and now he is purring along beautifully. Last weekend he got a new period Moto-Lita steering wheel.

When I lived in Tamworth, I belonged to the Tamworth European Classic Car Club – so he used to get out on monthly events. He was the only Volvo 1800 in the club – the only Volvo full stop – for that matter. He enjoyed his outings as he was clearly one of the handsomest cars in the club. He loved getting a lot of attention.



Volvo 1800-120 Club Australia Inc.



*Big smile on Jeanette as she is ready to hit the road with the new Moto-Lita steering wheel all fitted up.*

*Secret.....she even wears a silver Saint around her neck. Now that is love!*



When I moved north about 18 months I contacted Gerry Lister to see if there was anyone in my area that could look after **Simon** in northern NSW. He gave me George's contact details – which has been a god send for me and Simon.

I have joined the Volvo 1800-120 Club and now he gets to have fun with other lovely Volvos on a regular occurrence. He still gets a fair bit of attention out there. I got a note under my windscreen wiper on the weekend from a lady wanting to know if I would like to sell him. The answer is a resounding **"NO"**. He is a happy chappy and so am I.

*Jeanette Mouatt*



*Full mechanical over-haul on Simon in progress.*

*Brakes, suspension and cosmetics.*





# 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.

Joining Fee (first

**I enclose \$35 for membership for the financial Year 2012/13**

**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:.....

## 1800-120 Club Calendar 2012

Richard Brabazon - Mob: 0418 126 600 - E-Mail: richard@taspos.com.au

### **AUGUST**

#### **Lismore Summerland Sport & Classic car club**

Sat 4<sup>th</sup> & Sun 5<sup>th</sup> – Make it a weekend away – Classic Car Show.

Meet at 10.30am at the large BP service station at Chinderah on the highway just past Tweed Heads for fuel and coffee. Leaving there at 11.00am the back way through Murwillumbah, Uki and Mt Burrell to overnight at Lismore. We will be stopping at the Sphinx Rock Cafe at Mt Burrell for lunch. Look at their menu on line. <http://www.sphinxrockcafe.com>

We have been invited to join members of other car clubs for a 'Car Buff' buffet (\$28) or Bistro Dinner (\$11-\$29) at the Lismore Workers Club 225-251 Keen Street at 6.30 - 7.00pm. Flyers on the website.

Annual Static Car Show on the Sunday and head home after 2.00pm. Always a great weekend away.

MG CC – Come & Try – Motorkhana – Willowbank – Sunday 19<sup>th</sup> - Again Something new to try

Leyburn Sprints- A day or two for a quiet country drive over the week end of 18-19<sup>th</sup>

### **SEPTEMBER**

**Short Run for Mt Tamborine Lunch** – Something Different to Taste – Sunday 9<sup>th</sup> – See Club Web Site for details

Noosa Classic Car Show Sunday 30<sup>th</sup>.

### **OCTOBER**

**GLT Car Centre Open Day** – Hosted by Peer Skaarup, the Volvo Magician- Saturday 6<sup>th</sup>

**1800-120 Car Club AGM** - AGM & BBQ Lunch - Sunday 28<sup>th</sup>

### **NOVEMBER**

**Long Run for Lunch** – MOOGERAH DAM – Sunday 18<sup>th</sup> See Club Web Site for Details

### **DECEMBER**

**Short Lunch Run for Christmas** – Mt Cootha – Sunday 9<sup>th</sup> See Club Web Site for details.

# New Book - Now Available

## Volvo P1800

**from idea to prototype  
and production**

By: Kenneth Collander and  
Mats Eriksson

Book on its own \$65.00

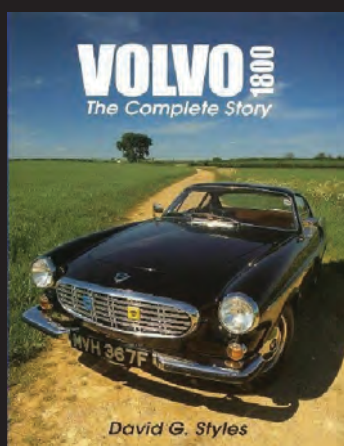
Book with one badge \$95.00

Book with both badges \$125.00

Includes delivery

Volvo 1800-120 Club Inc.

Contact club secretary



Volvo 1800 - The complete Story  
By David Styles

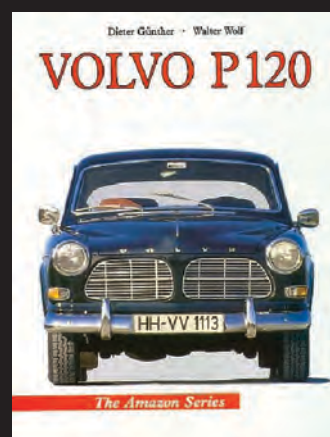
Volvo 1800-120 Club Aust Inc.  
Books for Sale

**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



# Classified Ads: Cars & Parts

FOR THE LATEST ADS, VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

FREE ADS for club members.  
\$5 fee applies to non-member ads (+\$5 for photo) - fees waived at the 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) 8x7cm.



The second is a 242GT/262C register sticker with a 242GT and a 262C as shown below, 18x6 cm. Price is \$2.50 each plus \$0.50 postage. Please contact Lance Phillips to purchase. Ph: 03 9707 2724 or email: [lancephil@bigpond.com](mailto:lancephil@bigpond.com)

**1986 740 TURBO.** Blue/green, 4cyl, rego Oct 12, 237,000 km, driven daily and in very good condition. \$1,500 ono.



**1984 760 TURBO.** Silver, moon roof. Engine partly dismantled (head etc.), leather upholstery, fair condition. 250,000 km \$300 ono.



**1983 240GL SEDAN.** Blue. Kept in shed - no rust, good condition. 259,000 km make an offer. I also have a white 1979 Mercedes 300D for \$2000.



Contact Jim 0435 889 833. Forge Creek, VIC

**2004 V70R.** Silver, automatic, black leather interior. Upgraded with TME stage 2 software from VP Tuning, full stainless steel exhaust, sports cat, giving this car

265KW or 360hp with 500nm of torque. Excellent condition. 155k on the clock with near full history. Many new parts fitted. Serviced every 7K at Voldat automotive - everything is up to date (cam belt etc.)



New 18 inch Volvo alloys, new slotted brakes, performance air filter. One of the best out there, and loaded with upgrades - could not be duplicated for anywhere near the asking price of \$24,000. RWC will be supplied. Ring Mark Icton 0434 897 144

**1973 1800ES.** Orange, automatic. One of the finest examples of this car on the planet! Specially imported in 1973 by a Victorian dealer, and has been in enthusiast hands used for special outings



since being sold to the 2nd owner after 5 years. Rust-free, genuine 103,000 miles. Asking \$32,000. Phone Hal on 02 4655 5505 for more information.

## DVS

**volvo performance parts**

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

**ashleigh daves**

0412 709 695

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

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

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**1966 122S "BLOODY".** Red with black interior. Straight car, runs great. Registration until January 2013. "Bloody"



NSW plates included. \$11,500 ono. Willing to negotiate. Contact Steve 0414 819 599

**WANTED.** Manifold air pressure sensor in good working order and Auxiliary air regulator (air slide) for a 1970-72 Volvo. Interior rear vision mirror for 1970 Volvo 1800E. Phone Guy Smith (02) 4739 8127 or email [guysmith2@bigpond.com](mailto:guysmith2@bigpond.com)

**1969 144S.** A good solid and fairly rare early model 144 S. This car is a twin carby B20 four speed manual (long shifter). This is an excellent example needing only minor work to get it on the road (it drives fine) in an attractive turquoise colour (car requires repainting unless totally original patina is your thing). I have done a fair amount of



work on the car and it has been stored out of the weather for the last nine years. Front seats (early type no headrests) have been reupholstered and I have material to do the rear seats. Rubber floor covering and early blow-through rear demister (not electric). Rims are the correct early-type steel wheels. I have lots of parts to suit. \$1200.00. Contact Heino 0425 705 045 or email [hnowatzky@ozemail.com.au](mailto:hnowatzky@ozemail.com.au) (VIC)

**2002 C70 2.3T CONVERTIBLE.** Slate grey. Style and class without the cost! T5 high performance motor, automatic, electric roof, leather interior (no tears), front and side airbags, ROPS (roll over protection system), ABS, ESTC, SIPS, EBD, cruise and climate control, heated electric front seats with memory settings, 3-stack audio system, 18-inch Volvo alloys with low profile tyres, fog lights, keyless remote entry/



locking, immobiliser, FULL VOLVO DEALER SERVICE HISTORY! \$16,990 negotiable. Rowville, VIC. Phone Alister 0419 401 578

**1980 244 GLE SEDAN.** Auto – Top of the line – all original equipt. Owned since new, 4 cyl - 2.1 L fuel injected. 335,000kms.



(Approx 10,000/year – trips and local klms). Always serviced as per book via Blackburn Volvo and then 'Carson and Murphy'. Currently viewable in Lilydale or by arrangement. Power strg, Sunroof, A/C. Asking \$3000 ONO. Tony 0412 422 940 (leave message, will ring back)

**1962 P1800.** LHD. Fully restored in red with white interior. Perfect running order, chrome work great, no rust and full history from birth. Lots of spares and manuals



included. Travelled only 71500 miles. New clutch, fuel pump and just serviced. Currently on club plates and just needs a new home. \$16000. Contact John on 0434605914 or email [John.Huggard@virginaustralia.com](mailto:John.Huggard@virginaustralia.com)

**WANTED.** Manifold Air Pressure Sensor for 1800E. Bosch Part No. 0 280 100 010 in good working order. Auxiliary Air Regulator (Air Slide) for 1800E. Bosch Part No. 0 028 140 018 in good working order. Interior Rear Vision Mirror for 1970 1800E. Phone Guy Smith (02) 4739 8127 Email [guysmith2@bigpond.com](mailto:guysmith2@bigpond.com)

**240 PARTS.** Just about everything! Motors, gearboxes, steering, brakes, panels and doors. Pete 0404 878 289

#### 122 EXCESS PARTS CLEAN-OUT.

Stainless steel guard & door trims for 122 (2 Door) in good condition (3 front doors, 3 front guards, 1 rear guard, 2 small top of door, 2 small rear side window) \$200. Bosch generator for early Volvo \$30. Complete 122 pedal set up (brake & clutch pedals) new \$60. Set of bonnet hinges to suit 122 or 123GT \$80. Set of (4) 15-inch stainless steel dress rims to suit early Volvo (Thin) \$100. 2 original wind-up Volvo jacks to suit 122 series \$10. Sales brochures, 140, 164 Series \$10. Complete Volvo Service Manual 240 Series (1975) \$30. Owners Manual Volvo 164 \$5. 2 interior rear view mirrors in excellent condition (screw in type) Volvo 122 \$20 each. Phone Guy Smith (02) 4739 8127 or email [guysmith2@bigpond.com](mailto:guysmith2@bigpond.com) Lower Blue Mountains West of Sydney.

**142GT PARTS.** Windows, panels, seats, interior, lights, clips complete wiring loom. If anyone wants some bits please make me an offer otherwise it will end up in the rubbish bin. Contact Nyrie 03 9786 8490

**B20 ENGINE.** Taken out of a 140 that was running up until the removal. Comes on engine stand the lot \$300. Bring your ute or trailer we can hoist it on for you. If you need a brand new engine hoist with leveller \$250. BARGAIN! Pick-up only Carlingford Sydney. Chris Bennett 0403 920 274 or email: [volvoclassic1800120@yahoo.com.au](mailto:volvoclassic1800120@yahoo.com.au)

#### WANTED FRONT VOLVO 240 ANTI-ROLL BAR 23MM DIAMETER.

Please contact Hugh Shorten on 02 4448 8265 or 0448 503 487 email: [hughshorten@bigpond.com](mailto:hughshorten@bigpond.com)

#### 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 Lachy on 0417 554 190 or email [lachyevans.music@bigpond.com](mailto:lachyevans.music@bigpond.com)

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



# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal



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

- ( ) **New Application** (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)
- ( ) **Renewal** (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)

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).

### Your Details:

Membership number (renewal only) .....

First Name: (Mr/Mrs/.....).....

Surname: .....

Partner's Name: (Mr/Mrs/.....).....

Street Address: .....

City/Suburb: .....

State: .....

Post Code: .....

### Contact Details:

Phone: (.....) .....

Mobile: (.....) .....

Email: .....

### Car(s) Details:

(You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)

Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

### Membership Type:

( ) Adult/Family (\$40)

( ) Student (\$20)

( ) Pensioner (\$20)

### Volvo Club of Victoria Stickers:

( ) One Sticker (\$4)

( ) Three Stickers (\$10)

### Payment Details:

Total amount paid \$.....

( ) CHEQUE ( ) MONEY ORDER ( ) OTHER.....

( ) DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria  
BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)

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.

I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.

Signature ..... Date.....

For information about the club please contact the President Lance Phillips on 03-9707-2724.

For information about your membership please contact the Membership Secretary  
Greg Sievert on 03-9397-5976 (AH) or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)

Please send this form with payment or direct deposit receipt to:

Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189

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](mailto:greg.sievert@gmail.com)

If undeliverable please return to:  
Volvo Club of Victoria  
PO Box 3011  
MOORABBIN EAST VICTORIA 3189  
Rolling Australia  
Print Post Approved

PRINT POST  
PP 032699/00016

POSTAGE PAID  
AUSTRALIA

