

# ROLLING

AUSTRALIA #205

November/December 2012



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VOLVO CLUBS MEMBER MAGAZINE

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# ROLLING

## Rolling Australia Nov/Dec 2012, Issue 205

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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Next deadline is 10 December 2012.

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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
Entry Form: 2013 Corowa National Rally	6
242GT & 262C Register	7
Volvo Club of Victoria Events Coverage	8
Brickbats & Bouquets: <i>There be Idiots &amp; Fools</i>	10
A World without Volvo? <i>Dion Nowatzky</i>	12
Club Member News & Announcements	14
Volvo Club of South Australia Pages	16
Volvo Club of NSW Pages	18
Volvo 1800/120 Club Australia Pages	24
Classified Ads: Cars & Parts	34
Club of Victoria Membership Form	36

Cover Designed by John Ware (Photos: Volvo Car Corporation)

FAIRKOTE ADVERT

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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)

November

**7 (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!

**9-11 (Fri-Sun)**

**"Big, Bad Sandown" Historic Racing**

Celebrating the 50th anniversary of Sandown Raceway. A weekend of classic motor racing. For more info check out the website [www.vhrr.com](http://www.vhrr.com)

**17 (Sat)**

**Open House at VolvParts, 11AM-1PM**

Mark Nelson has invited the club to an Open House and BBQ at VolvParts (31-33 Cambria Rd, Keysborough). Come along for some great deals on new and used spare parts and check out the facility.

Contact Mark on 1300 134 761.

December

**2 (Sun)**

**Club Christmas Lunch, 12PM**

Annual Christmas Lunch and display day awards presentation at Waverley RSL, 161 Coleman Parade, Glen Waverley VIC 3150. 3-course meal with sharing platter, choice of mains, dessert and tea/coffee/soft drinks. \$35 per person (cost partly subsidised by the club). More in next edition.

**Advise Lance Phillips ASAP on attendance.**

**5 (Wed)**

**BBQ at Voldat, 7PM**

Our December night meeting is held at Voldat (46 Roberna St, Moorabbin). Free BBQ for all club members – come along and join in the fun.

**8 (Sat)**

**Voldat Free Safety Check Day (and John's Birthday!)**

Come on down to Voldat (46 Roberna St, Moorabbin) to have your Volvo checked out by the professionals. It's a chance to put your car up on the hoist and have any safety items identified. From 9AM-1PM, first come, first served!

Contact: John Johnson on 03 9553 1091.

January

**No Night Meeting in January.**

**Happy New Year 2013!**

**20 (Sun)**

**RACV Great Australian Rally – Melbourne to Mornington**

A great day out with the drive and display day at Mornington Racecourse. For full details and entry forms, go to [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au).

Three start locations this year – Melbourne, Stud Park Rowville, Western Port Marina Hastings. \$35 entry (pre-paid). All proceeds to Peter MacCallum Cancer Centre.

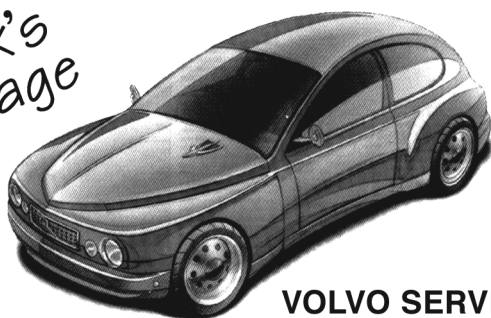
**26 (Sat)**

**RACV Federation Vehicle Display**

RACV Australia Day Picnic and Federation Vehicle Display is on again in the Kings Domain on Thursday from 10am to 4pm.

Come down and check out the large display of classic and historic vehicles. Entries close 15th November and form must be downloaded from [www.federation.asn.au/aust-day.htm](http://www.federation.asn.au/aust-day.htm) if you did not already receive a form in the post.

Frisk's Garage



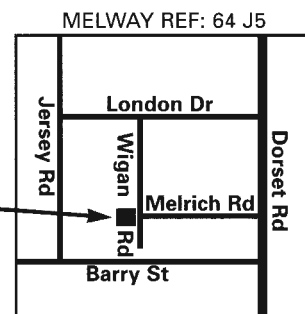
**VOLVO SERVICE & REPAIRS**  
4 Wigan Road,  
Bayswater 3153

**PH: 9762 9353**  
**FAX: 9761 1593**

Frisk's Garage

Michael Van Winsen  
Owner

WE ARE  
HERE





# President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

## National Rally Reminder!

Registration Forms: Please get your Registration form in before Christmas as this confirmation will help with the Committee's bookings. I know a lot have booked accommodation but we need your forms for ordering and venue booking purposes so please make that a priority now. The EOI has been excellent so we are looking forward to a good roll up.

## 40th Anniversary Picnic

We had a very good roll up of 17 cars with an excellent cross section of models. The weather was kind to us and everyone enjoyed the day. I would like to thank Walter and Sandra Gowans for organising it and Gerard for the photos.

It was good to see some long time members like Laurie & Helen Menogue, Peter & Gudrun Hoffmann and Peter Digby as well as the newer members. Overall a great day.

## Motor Classica 2012

By the time you read this the Club will have been part of Picnic with the Classics

at Motor Classica. We displayed 13 cars as each Club is restricted to 10 to 15 cars. This will be our third time and it is very important for the Club and Volvo to have this exposure in a prestige event.

## Christmas Lunch

We're looking forward to a good turn-out as usual at our club Christmas lunch on the 2nd of December (details in events calendar). Please let me know ASAP if you plan to attend so we can confirm numbers with the venue.

## General

I look forward to catching up with members at the other events during the rest of the year.

I wish everyone from all Clubs a very Happy Christmas and New Year but take extreme care on the roads and Be Safe.

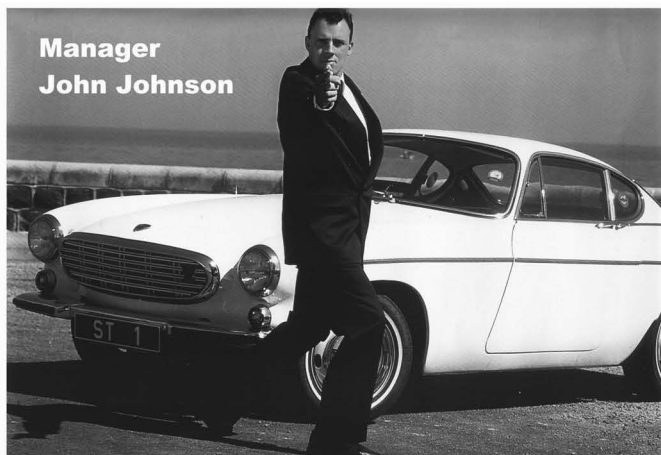
Regards,  
Lance Phillips  
President,  
Volvo Club of Victoria



## VOLVOS ON THE MURRAY



**VOLDAT AUTOMOTIVE**  
**VOLVO SERVICING & REPAIRS**  
**9553 1091**

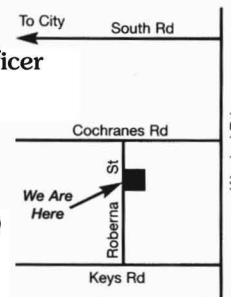


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46 Roberna St, Moorabbin VIC 3189  
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Fax: 03 9532 3151



# 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:

- Ryan Mischkulnig (122S)
- Adam Kopchyk (850)
- Ray and Barbara Arneil (240, S70, S60x2, S40)
- Arthur and Argie Chris (S60R, 850R)
- Alexander Davis (145DL, 164, 343, 264GLE)
- Steven Mallas (740GLE)
- Stewart Nichols (V70)
- Scott Liggins (2x 242GT, 740T)
- Graeme and Jacqueline Turner (850GLE/SE, 240GL)
- Denis Sheehan (P1800S)
- David Thorpe (164E, 740GL)

As of 20th October 2012, the Volvo Club of Victoria has 227 members, with 12 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.

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. Refer to [www.aomc.asn.au/cpsnewfaq.htm](http://www.aomc.asn.au/cpsnewfaq.htm) for Frequently Asked Questions. It is also suggested that you have a copy of the VicRoads club permit handbook in your car – these can be purchased from the club secretary John Johnson.

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

## Treasurer's Report

Bank balance at 19 October: \$11,225.21.  
Any questions, please contact the treasurer. *Adrian Beavis, 0402 203 437 (AH)*

## Club Stickers



Club stickers are selling well! 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.) Prices are as follows: \$4 each, or 3 for \$10. Stickers are available for purchase with your membership renewal, or pick-up at the night meetings, or can be posted for \$1 extra regardless of quantity. Lance is handling sales at the night meetings, and Greg will sort you out if paying with your membership renewal.

## Corowa National Rally 2013: VOLVOS on the MURRAY

Planning is well under way for the Volvo Clubs of Australia National Rally to be held May 3-6, 2013 in Corowa (on the NSW/VIC border). Please complete and return the registration form ASAP so we can complete the catering/events planning details. Contact Lance Phillips, Rally Director, for any enquiries.

For more details, check out our website: [www.volvovic.org.au/national-rally-2013](http://www.volvovic.org.au/national-rally-2013)

## VOLVOS ON THE MURRAY



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# The Editor's Desk

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

Hi all – welcome to this edition of Rolling Australia. 'Tis the season for many club events, so take the opportunity to get involved and come along to enjoy the camaraderie of your fellow members. Check out the club calendar on page 2 or the website for the latest information. Depending on when the magazine is published, we will soon have or will have just had our 17th November open day at VolvParts (see the calendar). Thank you Mark Nelson for organising. The next big event is the club Christmas lunch and awards presentation on 2nd December. Please let Lance Phillips know ASAP if you plan to attend so we can confirm the numbers with the venue.

How about the cover for this edition, featuring the new Volvo V40? Nice job and thanks to John Ware for the layout. I'm looking forward to seeing the new V40 in Australia. It is loaded with high-tech features and looks pretty unique compared to the other small luxury hatches on the market. I hope the prices aren't too high in AUS. Mercedes Australia have just announced a very sharp mid-\$30k starting price for their new A-class, which appears to be similar in size to the V40, so I would expect the V40 to be similar.

Recent events include the Eastern Creek Classic that several Victorian members went up for. A big thank you to the NSW club for their hospitality, and what beautiful weather we had for the display day. The Victorian club also recently celebrated our 40th anniversary with a picnic/BBQ organised by Walter and Sandra Gowans. Held at Sugarloaf Reservoir on the 14th of October, we had a great turn-out of cars and members and the weather was nice. Thank you to Thorben Hughes who brought a cake for the celebration.

Since the last magazine was published, we've picked up a used C30 and have been enjoying "modern motoring" having upgraded from a 1991 240 wagon as our second car. I still drive the electric 240 wagon as my daily driver most days, but for longer trips and occasional commuting, we use the C30. It's a silver 2008 T5 R-design with the 6-speed manual transmission, so it has plenty of power

and when driven gently (as we've been doing) the fuel economy is around 8 litres per 100 km. The car had about 75,000 km on it when we bought it, and was due for an oil/filter change and some other routine maintenance.

So far I've done the oil and filter, after finally selecting a Castrol synthetic oil that meets the special ACEA A3/B3/B4 oil quality specification for this engine. Changing the filter with replaceable paper element was a new one for me given every other Volvo I've owned from a 1960's 122 to a 1993 240 has used the same standard oil filter. I bought the special oil filter hex socket from ipd which made the job simple. Prior to the oil change, I made a new set of car ramps



as my current ramps are a bit too steep for the C30 with its low front spoiler. Another simple task was changing the engine air filter – undo two Phillips-head screws and slide it out! Not quite as easy was replacing the cabin pollen filter. It is accessed from underneath the glove box, which involves removing a small bit of trim and an electrical fuse panel (disconnect battery first!) and its associated bracket. Once that's out of the way, the filter cover wing nut is removed and the filter can slide out for replacement. All up that took about 20 minutes, plus about 10 minutes to document the task with photos for the C30World website.

I also replaced the "special" front wiper blades. They have a unique clip-in arrangement that's simple to replace, but you can't buy them at your local auto parts store. I found aftermarket brand blades on eBay from the UK (eBay seller id "fool\_dog" if you want to order from them). Including shipping, I picked up 2 sets of



blades for under \$45 – I didn't even check dealer pricing here as I suspect it would be \$100 for a pair! We'll see how long the aftermarket blades last vs. the Bosch OEM blades.

On the subject of parts, I'm a bit disappointed at the huge price difference between genuine parts here in Australia vs. what they can be purchased for in the USA, but I guess we all know that's the case with many things. I advise people to shop around, and if in doubt, talk to somebody like Mark Richardson at VP Tuning as he knows of good sources for genuine parts for the newer Volvos and may be able to save you some money. You can get on-line pricing from several US Volvo dealers, including [www.volvowholesaleparts.com](http://www.volvowholesaleparts.com) and [www.volvocountryparts.com](http://www.volvocountryparts.com) however they may or may not ship internationally. If you want to search for a part number for a newer-model Volvo, Nally Volvo ([www.nallyvolvoparts.com](http://www.nallyvolvoparts.com)) has all the parts images online

– very handy. Of course some parts are impractical or impossible to ship, so shop around at your local Volvo dealers and ask for a club discount. You may be able to get a good price on slower-moving parts (for example I got a new Volvo windscreen at trade price for the 240).

It seems that quite a few members are upgrading to the newer model Volvos now that the used-car prices are coming down a bit. You can get a lot of car for the money if you're prepared to buy one that's just out of the factory warranty period.

Since this is the last edition prior to the Christmas holidays, I wish everyone a Merry Christmas and Happy New Year. I will be enjoying some time off in November as my parents will be visiting from the USA. Dad is a Volvo enthusiast as well, so we may be catching up with some club members during their visit.

Regards,  
Greg Sievert  
Editor, Rolling Australia

VOLVO CAR CLUBS OF AUSTRALIA NATIONAL RALLY

# VOLVOS ON THE MURRAY

3-6 MAY 2013, COROWA NSW

## RALLY REGISTRATION FORM

Entrant Name(s)

Address

Contact Number

Email

Vehicle 1 (Year, Model, Badge)

Vehicle 2 (Year, Model, Badge)

Item	Fee	Qty/Attending	Sub-Total
Entry Fee - Single	\$50		
Entry Fee - Couple	\$60		
Entry Fee - Extra Person	\$10		
Entry Fee - Child (12 years and under)	\$Free		
Entry Fee - Sunday Display Only Participant	\$Free		
Rally Shirt (S, M, L, XL, XXL)	\$25		
Extra Grille Badge	\$20		
Friday Night Welcome BBQ	Included in Entry Fee		
Saturday Lunch River Cruise - Adult	\$30		
Saturday Lunch River Cruise - Child	\$16		
Sunday Presentation Dinner - Adult	\$40		
Sunday Presentation Dinner - Child (4-12)	\$10		

**Total Amount:**

**Comments/Special dietary requirements:**

**Payment Method (tick one):**

☐ Cheque enclosed

☐ Paid via EFT to Volvo Club of Victoria (BSB 063 564, Acct: 10014322) using your name as transaction reference

**Please mail your entry form and payment to: Volvo Club of Victoria, PO BOX 3011, Moorabbin East VIC 3189.**

Remember to make your accommodation bookings separately and to mention the Rally when booking.

For all enquiries please contact Lance Phillips, Rally Director, on 03 9707 2724, 0419 480 973 or lancephil@bigpond.com



# 242GT and 262C Register

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

On the way back from the Eastern Creek I had the misfortune to be in the path of a box that came off the back of a tradesman's ute several lanes across on the Hume Highway. Several cars were hit including Ian Hurst's 1800S but fortunately no damage to Ian's car. The box disintegrated and the contents hit my GT resulting in a dent on the guard, partly smashed grille and broken driving light. Parts then bounced up the screen over the roof causing a small dent and scratch and I am not sure what happened after that.

I was not amused to say the least. Fortunately, Greg & Wayne in the 1800ES saw the box fly off and Wayne had the presence of mind to note the registration number before knowing it had hit me.

I am not sure if the insurance company were able to use the information to recoup their outlay on my repair. Anyway, the bottom line is I was not hurt and the relatively minor damage has been fixed and all is looking good.

## The market:

Things have slowed a bit of late with several cars on the market which have not sold as yet. Prices range from \$1500 to \$6750 for a very nice one-owner car in W.A. plus Shannons have a black GT in the Sydney auction during October. It is unreserved with a guiding range of \$8-12,000 so I will be following that with interest.

Cars that have not been on the Register are still appearing so the numbers are still increasing. One recent such find had been sitting for 6 years under a tree and was unfortunately a bit too far gone to resurrect which was a pity but there is a dollar line before things become uneconomic.

Recently, Pam and I spent a few enjoyable days with fellow Register Captain, Craig Rasmussen in Adelaide. Craig had 3 registered GTs in the yard and one parts car amongst his fleet of 8 cars.

With better weather approaching [hopefully] I plan to use my GT a bit more. I am still looking for stories or items of interest for the Register Report.

Lance Phillips  
242GT/262C  
Register Captain



Aftermath of  
Lance's impact  
with road debris



Looking good  
after the repairs!



Black GT at the  
Shannon's Auction



GT in WA looking for a new home



Sitting for years under a tree...not pretty!



# Volvo Club of Victoria Events

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

## Eastern Creek Trip

A small group of club members from Victoria trekked up to Sydney for the Eastern Creek Classic in August. Unfortunately the weather for the drive up was miserable (rain, rain and mist!) We drove part way up on the Friday night after work and stayed at Wayne's parents' house near Wangaratta. The rain started shortly after we left Melbourne, and the wipers in the 1800ES were complaining (noisy) and moving quite slow. I reached down and touched the wiper motor and found that it was extremely hot, so I immediately turned off the wipers and only "swiped" them occasionally so I could see out to drive. When we got to

Wangaratta it was cold, dark and wet, but I had to see what was going on. Turns out the RH side wiper shaft was nearly seized, and whatever I did I couldn't get any penetrating oil to get down into the bushings. The following morning we met up with Lance in Albury, and fortunately the petrol station had "Rain-X", so I applied a liberal coating to the windscreen which made the misty drive to Goulburn acceptable with the occasional swipe of the wipers.

The weather was fine in Sydney and for the return drive. After the trip I pulled the whole wiper mechanism out of the car and I was able to free up and lubricate the offending shaft, and I did the same for the opposite side. It should last for another 40 years!

The Eastern Creek display day was great, and we got to do a lap on the track in our cars. More details in the NSW section of the magazine, but there were at least 20 Volvos – a good variety of models. I think the luckiest guy there was Brendan MacGillicuddy, the new NSW club webmaster. He had the "tough" job of driving one of the pace cars around the track all day! I asked him how he scored that job, and he said he just put his hand up to help out on the day, and that's where he ended up! Sweet!

Thank you to the NSW club members who put out the welcome mat – it was an enjoyable weekend.

*Greg Sievert*



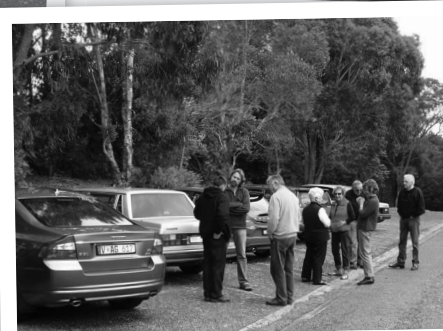


## 40th Anniversary Picnic

We had a great turn-out of nearly 20 cars for our 40th anniversary picnic at Sugarloaf reservoir. Thank you Walter and Sandra Gowans for organising, and to all those members who attended.

The weather turned out to be spectacular, after a few early sprinkles and the threat of rain. After lunch, several of us took a walk and enjoyed seeing some native wildlife and the workings of the reservoir. Thorben brought along a cake for the celebration and a great time was had by all.

(Photos: G. Gowans, P. Hoffmann, G. Sievert)



# Brickbats & Bouquets

WITH GRUMPY

## There be idiots and fools...

Can you tell the difference? Recently there has been a move to change the speed limit in downtown Melbourne from 50 kph to 40 kph in order to make it safe for wandering pedestrians who J-walk across roads without looking. Some idiot will suggest that 30 kph will be even safer.

My comment is why not bring the "Locomotives on Highways Act of 1878" [Great Britain] which limited speed to 3 kph in town and a man was required to walk ahead of the car – in 1865 he was required to carry a red flag. Dangerous things these motor cars and their mad drivers. We must protect people on foot no matter how silly they are. Anyone like to start a movement to "Bring back the red flag"? I'll stand aside so as not to be killed in the stampede!



Historical note: The London to Brighton Rally takes place each year and is called "The Emancipation Run" and to celebrate raising of the speed limit to a heady 23 kph in 1896 – WOW! Only cars built before 1905 are permitted... so no Volvos.

## Canadian Capers

I have just returned from a month in Canada. Fantastic country even if they drive their Volvos on the wrong side of the road and have their light switches operate upside down! Takes a little getting used to; cars driving on the right hand side of the road, I was just getting used to it when I came back to Australia.

Just as I love "a sunburnt country". I also love a country of exciting snow-clad mountains, hillsides covered in dark green pines reflected as in a mirror in the many lakes. I only travelled in British Columbia and Alberta, so my comments are limited to western Canada.

Vancouver is the biggest city and the biggest harbour on the west coast. Surprisingly it is not the capital of the province [state] but the city of Victoria is; and it is across the water on Vancouver Island [I had to be careful not to say "I am from Victoria" which could have caused confusion].

Downtown Vancouver is rather like Melbourne with straight streets and a gridiron pattern, but instead of trams they have super silent non-polluting electric trolley buses. As befits a bicycle city they have racks on the front of the bus so you can ride and commute.

In certain places you can even park cars on the footpath, and apparently it is legal to ride bikes and skateboards on footpaths – just try doing that here! I did not get to drive, but was driven about both in Vancouver and the Island and generally Canadian drivers are more courteous than Australians...none of this "I must be first at the next set of traffic lights".

The Trans Canada Highway was built to celebrate a hundred years of the federation of Canada in 1867 and was ready in 1967. It is a superb motorway and takes the scenic route to connect all the provincial capitals. We had our hundred years of federation in 2001 and I am still waiting for a divided highway to link Adelaide, Melbourne, Sydney and Brisbane. Road-works continue at a glacial pace; must we wait until 2101? By then we might add Perth and Darwin to the list!

Vancouver Island is a haven for Canadian retirees because of the mild climate. In winter snow rarely falls and when it does it melts away quickly. Deep snow loses its charm if you have to get a large aluminium snow shovel and dig your car out of a snow drift each morning before you drive out of your driveway. Another gadget you need in the cold north is a "block heater" – this bolts to the underside of the



car's sump and a cord hangs out of the radiator grille and connects to the household power supply and keeps the engine oil above freezing. Just don't forget to unplug it before driving off. Another experience for unwary Australians in central Canada is a phenomenon known as "freezing rain". This happens when the ground is freezing and rain falls. It immediately freezes to slick ice, even more slippery than an ice rink. If you're lucky your feet shoot out from under you and you land on your backside with nothing worse than an injured pride. Not the sort of exercise for an elderly retiree.

I went to the Annual General Meeting and display day of the Volvo Club of British Columbia in Vancouver. The club has some 300 to 400 members on its books and an annual fee of \$20. The meeting was





in tree-filled Cates Park on the north shore of Vancouver Harbour. There were about 50 glossy Volvos including a line-up of 544s. One interesting conversion was a 240 wagon in Mustang Red paint with a 5-litre Ford engine concealed under the bonnet... I would guess it would give the occasional Mustang a fright at the green traffic light!

Thought of John Johnson when I spotted a 144 panel van with a sign "Volvo Mechanic" on the rear quarter. Surprisingly the 360 series was not sold in Vancouver nor did I see any 440s. A 122 Amazon looked great with chromed wire wheels.

Club members cooked up a storm of hot dogs and hamburgers and afterwards the meeting was held in an informal style by Gregg Morris under the trees, and many prizes were laid out on a rug and raffled (just like we do at our Christmas lunch) with members picking up their prizes when their number is called.

To any of you folks thinking of taking a visit to western Canada, September is a bit late and the best times are in June, July and August. The weather in September is mild but low cloud can obscure some of the magnificent mountains.

See – for once I didn't have much to grumble about!

[not so] Grumpy



# Swedish Vintage and Classic Automobiles

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# A World without Volvo?

BY DION NOWATZKY

This heading may leave you questioning. This is about expectations that we have in daily life and in the future. Things we do every day without thinking about have to come from somewhere, like in the morning when you get your coffee. The machine has to be designed and manufactured and shipped halfway around the world, yet we don't care at all about this – we just want a coffee! So, back to my point. We have high expectations on things we don't think about.



*Coffee machine: modern miracle or engineering genius?*

Another example of this is driving to work and driving home. We do it every day yet we don't think about how the car evolved into what it is. We take the motor vehicle for granted, but there are many cars that have changed the automotive industry from the beginning, like Karl Benz's first car in 1885 – the "Benz Patent Motorwagen" or Henry Ford's "Model T". These vehicles may be iconic, and part of our history of the motor car, but there is one most important



*Benz Patent Motorwagen*

vehicle built that (almost) nobody remembers – Jakob.

Back to the heading – what would life be without Jakob being built? The world would be a very different place. I know you may be thinking this is a very bold claim from a Volvo enthusiast, but many of the advances in the modern motor car have evolved from Volvo. It was Swedish designed and engineered, and took some great ideas and made them better. Where most companies would develop and hide their ideas, Volvo developed and shared these ideas to the world. The simple things that we see in the car today and that we take for granted have probably been the hardest things to develop. For example the three-point safety belt and side intrusion protection systems were Volvo innovations which are now standard on every car around the world. Imagine how many lives have been saved since these concepts were developed by Volvo and rolled out to the rest of the automotive world.

Volvo have been ahead of their time in styling and interior designs, comfort, durability and fuel economy. The S60 when released in 2000 was labelled the "new shape" Volvo, but if we go back through history, we find the same overall design in the 120 in 1960. How we've come full circle. In innovation and design, Volvo are a leader. Although Volvos have had smaller engines than the rest of the car industry at any point in time and often seemed to be underpowered compared to rivals, they were well-built, well-tuned engines and had power when you wanted and needed it. This tradition continues to this day, with other manufacturers now



*Volvo Jakob*



**VOLVO 122**







S60 Crash Test



Still innovating: Volvo V40's world-first pedestrian airbag

adopting the Volvo strategy of downsizing engines many years later.

The Volvo world is not just cars. Volvo build many varieties of engines and vehicles in all regions of the globe. Volvo engines have even conquered the sky and the seas. Volvo Truck and Bus and earthmoving equipment, Penta, and Flymotor are highly respected throughout the world. Although Volvo isn't the largest car company in the world, it is possibly the most diverse group of companies in the world, and that's something to be proud of... to be a Bloody Volvo Driver! And we come in as much variety as Volvo itself. Who would have thought in 1927 that a little car called Jakob has possibly made the biggest impact on the motor car and car industry ever since, from a small forward-thinking country.

So in the end, anybody that drives a car is a Bloody Volvo Driver without even realising it!



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T/as Volv-Rek and Carson & Murphy

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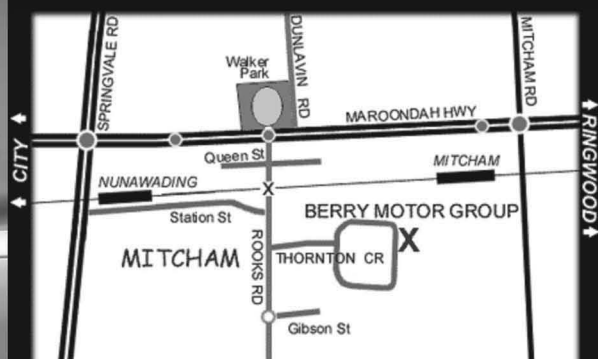
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# Club News & Announcements

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

## FCP Groton DIY Tips

Helen Hunt (QLD) provided a helpful suggestion for members who do their own maintenance. FCP Groton



([www.fcpgroton.com](http://www.fcpgroton.com)) in the US offers discount pricing on Volvo parts (genuine and aftermarket) and they also ship to Australia. Of interest are their recent "how to" videos on Youtube. Just go to [www.youtube.com](http://www.youtube.com) and type in "fcpgroton" at the top and it will pull up all their instructional videos. I watched the one on the 5-cylinder timing belt replacement on an S60 and found it very well done. Enjoy!

## 2menandavolvo.com

ONE OLD VOLVO. 2 MATES.  
ONE RIDICULOUS QUEST.

THE CHALLENGE: Get the Volvo to the old man... but not without reliving a trip he took with the same car 25 years prior.

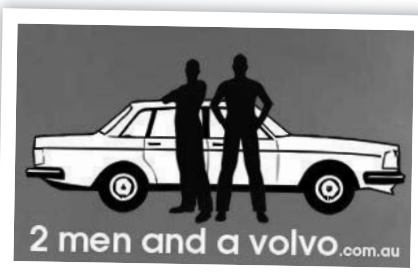
A father (Rolf) tells his son about an epic journey to central Australia in his 1982 244 GL Volvo. The son buys the very same Volvo on Grays Online and will now celebrate Rolf's legacy and takes to the road reliving his old man's epic road-trip – the son and his mate will travel in the same car on the same road to the same destination...Volvo for life...

Join film-makers Todd Place and Scott Nicolai as they travel 4800km from Melbourne to Uluru and back to Adelaide

to test if Volvos really are for life (in this case for two lives) and to make Rolf proud.

Godis Roda Snoren all the way...

Todd Place and Scott Nicolai will chronicle their road trip live via Facebook and Twitter. The film will be delivered in a 5 part mini web series released Nov 2012.

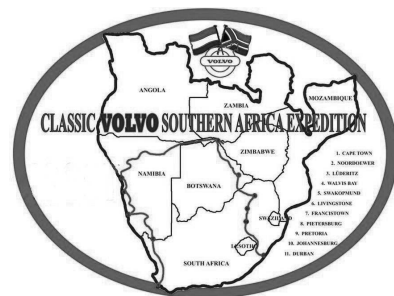


OK, that was the plan, but you can check out Scott's blog at [2menandavolvo.com](http://2menandavolvo.com) to see what REALLY happened!

We're hoping Scott can come down for one of our night meetings to show the film and/or talk about the planning and the trip. Thanks to Berry Motor Group for helping the guys out prepping the car and providing some spare parts. Some lucky club member in SA may be able to pick up the pieces? :)

## Classic Volvo Southern Africa Expedition

In September, a group of classic Volvo Owners from the Netherlands took a rally around South Africa. With 14 cars and 29 people, it looks like it was an amazing experience. Aren't the roof-top tents great? Keeps you away from the creepy-crawlies! Google it for more images and stories (although you may need to read Dutch to understand it!)



## GLT tech day Oct 6, 2012

After about 4 years since my last visit, I made the time to come along with Ross Stewart in the 244. I had some appointments in QLD so it was good excuse to go. As Peer mentioned before going up it was going to be a tech day, not the normal open day, fine with me.

## John Ware's 122

John Ware, our multi-talented cover and centrefold designer, has (among other automotive projects) recently upgraded his 122 to a 5-speed gearbox using the "Dellow" conversion. Hope to see the car one day John as it looks fantastic, and your shed looks like a man-cave to die for!





As we were enjoying the day looking at the cars having a feed at the BBQ, catching up with people it was time to get some cars on the hoists...well it stayed with the 3 that Peer put on so we took the time to listen to George's SU carby fault stories, no Scantool required!



Peer had a quiz time at the end of the day with parts supplied by companies, passed my bag onto the next one. I think about 20 cars were on display, most 120s and 1800s all in very good condition. It was a warm day but the sun really put a nice shine to all the cars that were displayed.

Had an enjoyable morning... Thanks for Peer of GLT and the 120-1800 club.

Cheers,  
Mark Richardson

## California Dreaming

Art Banks is a Volvo fan from California, and a friend of the Editor going back many years. In fact we first met at a Volvo club gathering in Dallas, TX in about 1990! Art was to come to Australia for the 1800 club national rally a few years back, but unfortunately those plans got upturned by the GFC. Maybe some day Art? You're always welcome in AUS!

Attached is a photo of Art's pristine 1800E being prepped for a TV commercial for a popular US clothing retailer. The P1800s are really making a name for themselves these days and good publicity for Volvo... well done Art!



## Oodnadatta Oddity

Leona Clarke saw the infamous pink 245GL wagon during her outback travels. Parked at the Pink Roadhouse in Oodnadatta, SA, she said it looked like it hasn't been driven for quite sometime. As for adventures, Leona said "not surprising, we broke a spring on the Oodnadatta track in a 4x4!" Guess you should have been driving a Volvo!



## New Member's Cars

Welcome to new club members Graeme & Jacqueline Turner from Tasmania. Graeme sent this photo of their two Volvos – an 850GLE-SE and a 240GL. Nice-looking cars Graeme and we hope you enjoy the club magazine. Maybe we'll see you at the national rally in May?



# Volvo Club of South Australia



**Volvo Car Club Of South Australia**  
(Incorporating Western Australia)  
P.O. Box 218  
Torrensville Plaza, Sa 5031

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David 08 8556 5157  
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**Correspondence**

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Torrensville Plaza, Sa 5031

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

## Welcome New Members!

Peter Franklin, Gaylene Beer

## Bay to Birdwood – 2012

Only a modest turnout of club members this year to wave on participants in the 16th running of the Bay to Birdwood event featuring over 1600 cars, trucks and bikes made before 1956. From our regular viewing spot out the front of the Gumeracha Hospital, we have an elevated view of the road and vehicles as they make their way down into the main street of Gumeracha and onwards to the National Motor Museum at Birdwood.

Once again a beaut & tasty BBQ lunch catered by members of the Hospital Auxiliary was enjoyed by members. Thanks to the Events Committee and Helen in particular for arranging the lunch tickets. It will be our turn again next year to participate in the Bay to Birdwood Classic (for vehicles 1956 thru to 1977) – always the last weekend in September (like a certain other sporting event). Hope you can join us!



## ANNIVERSARY CAPS

In recognition of the 1800's 50th Birthday we have made a special limited run of caps.

Two colours available: Black cap with Gold badge and trim, Dark blue cap with tan suede peak with real look embroider badge. Both caps feature embroidered badge of the original 1800 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 for quote on P&P to your location.

*1800-50th Anniversary*







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# Volvo Car Club of NSW Inc.

## President's Message

It's amazing that Christmas is just round the corner. The year has gone by as fast as a Volvo 240T with Robbie Francevic at the wheel.

I know that some of our members will be attending the National Rally in Corowa a in May and I would like to wish Volvo Club of Victoria all the best for the event.



Ralph has pulled the 740HP out of moth balls to use as his daily driving car. This car was driven by John Bowe in the Volvo ad in 1989. Ralph sold this car brand new in 1989 to one of our customers and we were the 2<sup>nd</sup>, and current 4<sup>th</sup> owner. The seats are still among the most comfortable and that is pretty good considering that we are driving brand new European up-market cars as part of our jobs.

We have our Christmas party coming up soon and I hope as many of you as possible can make it. This year we have a private room at the St George Motor Boat Club and we are not limited with numbers.

I would like to take this opportunity to thank the committee members for all their help throughout the year and to all our members for supporting the events organised for them by the committee.

I will also like to wish everybody a Very Merry Christmas and all the best for the New Year.

Until next time, take care.

**Dolly**

## Committee 2012



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#### SECRETARY / MAGAZINE EDITOR

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Bexley NSW 2207

## 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 MacGillicuddy , 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**



# NSW Club Social Calendar



**2012**

**15th December Christmas Party.** Change of plans for the Christmas Party. The final (I promise) date is now 15th December at the St. George Motor Boat Club at Sans Souci. It's a great venue; right on the water. We have a small function room to ourselves with a Buffet dinner. The price is \$50 per head, some of which the club will subsidise. Having eaten at the club on many occasions I can vouch for the food. It's really good. We can have our own music and our own Santa....if we can convince him to come again this year. We had all better put our "good kids" hat on to make sure he comes. As usual it will be "Kris Kringle" for presents. i.e. if you're a lady you buy for a lady and if you're a bloke you buy for a bloke.....keep it simple and inexpensive please .....under \$10.



**2013**

**20th January President's Picnic at Picton.** Another one for me to find a picnic spot for so keep an eye out for more information to come.

**17th February Show 'N' Shine Time.** The real deal this time and it back at our old haunt at Prince Edward Park at Woronora. Trophies; good food; good company. What more could you want.

**1st March Council of Motor Clubs 50th Anniversary Dinner** This one is a one-off special, held on the actual anniversary, with the CMC celebrating 50 years of service to the classic car movement. It will be a sit-down dinner to be held in the Hinxman Room at the Sydney Motorsport Park (once known as Eastern Creek Raceway). The food is always excellent and the venue is great with plenty of parking available, plenty of security so you can (and are encouraged) to bring you pride-and-joy to the event. It's just the start of celebrations which will take place throughout 2013.



**21st April Lunch Run to Southern Highlands.** Date and actual venue to be confirmed. Easter is 29th March to 1st April.

**3rd -5 th May Volvo National Rally in Corowa.** Here's the web address for details and to download an Expression of Interest. <http://volvovic.org.au/joomla/club-news/202-national-rally-2013>

**16th June Lunch Run to Robertson Cheese Factory.** Great venue. More details to come

**20th & 21st July Weekend at Spud Murphy's in Crookwell.** For those of you who didn't come last year, we had an absolute ball. It was a "Fawlty Towers" weekend, but we didn't stop laughing. We had a Christmas in July dinner; the cook "lost" the Christmas Pudding and we didn't eat dessert until nearly midnight, but it was great food and our bush poet dressed up as one of Santa's elves to get into the spirit. She even had a poem about Volvos, which I tried, but couldn't prise out of her for the magazine. Maybe next year she'll give in. We live in hope.

The dates and venues for next year's calendar may be subject to change so keep an eye and ear out for forthcoming details. Remember Olaf !!!



**Talk to you all later, Jules**

## Shannons Classic August 2012



## Uncle Ted's Tips (Revisited August 2010)

### 'OF SHOW & SHINE \_ RATS & SAND'

We were able to hold our Show and Shine for 2010 and no it did not rain – well nearly!

Vic Kalgovas as usual turned up with his immaculate 242GT – (YAWN) – but as well he brought his camera – which of course most of us had forgotten and thoroughly photographed his car from every conceivable angle BUT fortunately did photograph all the cars there on the day and sent them to me as he said he would.

Casting my eye over the many photos I couldn't help think – Tony Matheson's beautiful 120 Estate should have won the prize for the coolest car there – whitewalls, classic shape and so, so European. – Mon Dieu! What about Torben's dark green P1800 – charisma plus-

Dave's gold 1800 estate is just sensational but as you know I do like dark green Volvo 120s and should have bought a dark green 1800 when I had the chance – what kudos – matching dark green 120 and 1800 – would make your eyes roll!

YEAH YEAH I know there were other cars there – the 140s and 160s put on a good show – they always remind me of the solidity of Volvos – the 120s just look more classic but the 140s and 160 just look tough.

Then to the 240s – probably Volvo's best ever cars. The early 240s weren't fantastic as no new model is – but by 1985 the 240 was just brilliant – we happen to own two of them but I am not biased in any way. Probably every 240 from 1975 up until its demise in 1993 – (not bad for a model run 1975-1993!) – could have benefitted from more power. Although I once drove a 5 speed manual 1985 wagon and it performed quite well. Speaking of this wagon ..... This car was in fact our 240 – it was an absolutely sensational car bought from T\*\*\*\*s in Sutherland, - we needed a wagon as we were camping and skiing with our children..

There were a few niggling electrical problems with the car but the repairs were absolutely no problem – the dealership was fantastic.

As I am want to do, I was lying under the car staring at its under parts and I just couldn't put my finger on what was not right with the car.

Everything about the car was perfect – paint – interior, carpets –you name it. Now I did not have another similar car side by side to make comparisons – but I started to get uncomfortable feelings about the car – so I went looking.

Pulled up the mats in the storage at the back – took off the rear door linings, then while poking around the back door I pulled off the roof lining – it is fairly simple to do and to put back – and then it happened – SAND!

Pulled out the roof lining up to the rear doors –MORE SAND.

Now I know these are sensational cars but they are not designed to operate submerged! – I was surprised the thing even ran – maybe the previous owners were trying it out as an amphibious vehicle???

Now the next bit is a bit theatrical – I rang the dealer and said that I had a problem and could I take it around to the service depot – I had the service manager sit on the rear seat with legs out the door and I pulled down the roof lining – and the sand cascaded into his lap!

He was a bit flummoxed by what had happened and called the GM – whom I knew quite well at the time and explained the situation.

Everyone was very embarrassed – most of all Mr T\*\*\*n who drew a cheque that day as full refund on our purchase and gave us a brand new car to drive around in until we found a replacement – which was an 83 red auto 240 Volvo estate – a great car.

Oh so you are wondering what was the "couldn't put my finger on" thing – it was the exhaust pipe – it was rusty on the outside – we have never had this on any of our cars.

Anyway we sold the red estate a few years later and bought the white '85 that we still have – it had just come off lease from a business that dealt in farm products – the car was in excellent condition except sections of the insulating caps and expansion reservoir had been chewed by rats – yes RATS.

Not long after purchase this car developed a terrible shudder on take off – "they all do it " I was told – but hey! I'd had two of these and neither of them "did it" – there was a lot of angst as the dealer tried to fix the problem – then an expert from Sweden tried, then the dealer announced "we are not prepared to spend any more on this problem" – something about trailing arm bushes being the soft or hard type - ?????? Which was the wrong thing to say.

To cut a longish story short – I took the car to my good friend Russell Maddern at SVERIGE MOTORS – he took one look at the trailing arm things– the big ones and asked simply why had they been put in upside down – he literally removed the arms , did what he had to do and –VOILA – no rumble on takeoff – I never went back to D\*\*\*o Motors – but I still have the car – Jan loves it and does not want to part with it



So at 470,000 kms and 25 years later it is getting a bit of cosmetic work done on a few surface rust spots.

**Bye for now - Ted**



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

*Almost there.....only 44 sleeps to go and you can start to panic because Santa's only 30 sleeps away. Every year I say I'll start Christmas shopping early and have everything done, wrapped and hidden by the end of October. Hah.....ain't gonna happen, not this year or next or any year in the foreseeable future. I guess I'm just not programmed that way. But, I don't feel bad about it; I'm sure I have plenty of company on that score, don't I ??*



*I'll bet you just got your calendar out and started counting, didn't you?*

*Talk to you next year..... Jules*

What do these seven words have in common? (Hint: it is not that they all have at least two double letters)

- |            |           |
|------------|-----------|
| 1. Banana  | 5. Revive |
| 2. Dresser | 6. Uneven |
| 3. Grammar | 7. Assess |
| 4. Potato  |           |

**Answer:** In all of the words listed, if you take the first letter, place it at the end of the word, and then spell the word backwards, it will be the same word.



**Our new navy patrol boats.....**

## An Irish Priest Was Transferred to Texas...

Father O'Malley rose from his bed one morning. It was a fine spring day in his new west Texas mission parish. He walked to the window of his bedroom to get a deep breath of the beautiful day outside. He then noticed there was a jackass lying dead in the middle of his front lawn. He promptly called the local police station.

The conversation went like this: "Good morning. This is Sergeant Jones. How might I help you?"

"And the best of the day te yerself. This is Father O'Malley at St. Ann's Catholic Church. There's a jackass lying dead in me front lawn and would ye be so kind as to send a couple o'yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit and recognizing the foreign accent, thought he would have a little fun with the good father, replied, "Well now Father, it was always my impression that you people took care of the last rites!"

There was dead silence on the line for a long moment.....

Father O'Malley then replied: "Aye,'tis certainly true; but we are also obliged to notify the next of kin first, which is the reason for me call."

## The secret of enjoying a good wine:

1. Open the bottle to allow it to breathe.



2. If it does not look like it's breathing, give it mouth-to-mouth.

## It Is Time!

How do you know when it is time to "hang up the car keys"?

I say when your dog has this look on his face! A picture is worth a thousand words!







# 2012 Invitation Motor Sport Events



## Fiat Car Club Motorkhanas - 2012

That's all folks.....Motorkhanas over for this year.

Watch this space for next year's dates.

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

**Jules**



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



## Images of Fiat Car Club Motorkhanas





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#### Membership

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

Life Members: Kevin & Margaret  
 Greenaway

126 Members

#### President's Report

Our recent event at the GLT open day was like a who's who of the 1800-120 club in Brisbane. Present were members young and old, and some 20 cars being on display at this lovely annual event.

Names like Wayne Luckman, Neil Summerson, Ric Forno, Peer Skaarup (our host) making the day like a trip down memory lane for me, and reminded me of when I joined the club (as a virginal 120 owner) in the late 80s.

One thing that has definitely changed however, is the standard of our cars now. Most if not all cars are presented to a very high standard. This is great to see.

I was also pleased as punch to debut my 123GT at the outing. After a long slog of many a night down in my shed, and after sorting out a number of teething problems, she was ready to show off. And she drove like an absolute dream on the way there and back.

All this just goes to show the strong ties and friendships that our club can foster.

This is furthered by our National Rallies, and if you haven't booked for Corowa yet, you'd better pull your finger out!

We also recently had a run to picturesque Tambourine for lunch. Again, a very strong turnout of cars, great company, wonderful views, and another great drive.

For those of you who haven't been along to an outing in a while, please make the effort. You will meet new friends, or rekindle old friendships, and maybe even learn a thing or 2 about your vehicle.

Our AGM has been held on 28 October. Full report in the next edition.

Please check out the lovely Volvo in this month's Vehicle Profile, and I also hope you get something out of my tech column.

*continued opposite page .....*



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



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



John & Bev Reeves 1800E detailed front end

## Volvo 1800-120 Club Australia Inc.

Here is a panorama snap my son Henry took of our recent Tech Day, looks great on a computer hope it translates well in the magazine.



And from my family to yours, and also from our club to yours, I wish you all a Merry Christmas and Joyous New Year.

Until next time.....

**Volvo for (mine & yours) life**

**Robert Bakker**

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



## Volvo 1800-120 Parts

New Parts for your Classic Volvo  
<http://www.volvo1800-120parts.com.au>

**George Minassian**

Ph: **07 5524 7158** - mobile: **0418 225121**  
Email: [george@volvo1800-120parts.com.au](mailto:george@volvo1800-120parts.com.au)

**Easy to Use Pictorial Price List** [Now on line](#)



**Electric Power Steering**  
for your 1800 or 120  
**\$2,750.00 inc GST**

Set of Lower/Stiffer Springs  
(about 30mm) for your 120  
**\$660.00 inc GST**  
match up with **Koni** Shocks for  
a sporty and great looking  
Amazon





## ***GLT Technical & Social Fun Day***



**GLT Day 6th October at Peer and Maida, Capalaba, Brisbane**

The day started at 9am with about 25 cars. Terry and I where on time (we are usually late). I was the only female when we arrived. My comment to Terry was "I'm going shopping if no other ladies arrive". Luckily by 9:30 more cars arrived with more ladies.

So the men talked cars. With a talk from George on SU Carburettors. While the ladies caught up for coffee and a chat. Then Maida and myself and Ryan started cooking the Sausage Sizzle. The boys did a bit more talking and looking under cars that were up on the workshop hoists, it always amazes me that the men can see these cars so much, and yet they can still find something to look at, and talk about!

After the sizzle some of the women, with a little coaxing from Maida, retired to Peer's office for a glass or two of wine and cheese. We left about 3pm.

Thanks again to Peer and Maida for another great GLT day.

**Gaye Carey, 1969 122S**



## Mount Tamborine Winery Lunch

Our club had a fantastic early spring day drive and lunch to Mount Tamborine on Sunday 9<sup>th</sup> September. Most of us gathered at Yatala Pie Shop about 20 minutes south of Brisbane for the start of our adventure. President Robert Bakker was on hand to welcome all the new and not so new members for the day. A few new faces, to me, Lisa Ahlberg, Michael & Ann Ahlberg joined us for this outing. Lisa owns a 120 sedan with intentions to bring it into the 21st century with a purple paint job. Her parents, Michael & Ann also own a 120 and great to see the club spanning the generations.

Martin and Julie Thomson arrived in their sporty 120 and were welcomed into the club. Long time member, Don Martinez who has been away from the club for a while came to say hello with his dark grey 1962 Jensen P1800. Jeff and Rosemary Turner who are in the process of selling their magnificent 1800E brought along a newly renovated 142. Jeff bought the car, which was sadly in need of attention nearly a year ago and has completed most of the work himself. Well-done Jeff. The 120's well and truly outnumbered the 1800's with the cars of John & Bev Reeves and Peer & Maida Skaarup gleaming.

With events director Richard Brabazon driving and wife Sue navigating, we enjoyed a leisurely one hour drive along the country roads via Beaudesert and Canungra to Aussie Vineyards at Mount Tamborine. Our convoy received plenty of waves and envious looks from other road users and pedestrians along the way.

On arrival we joined up with club regulars George & Vicki Minassian and Jeanette Mouatt who came from interstate (only an hour's drive) and Terry & Gaye Carey from Peats Crossing, to enjoy the ambience of the wonderful location, weather and friends.

A small wine tasting and interesting talk about the winery was given from the host and we all enjoyed a tasty lunch and some of the local product. A great day's outing and a chance to make new friends, better acquaint ourselves with fellow members and show off our magnificent cars.

**Gavin Janson. 1964 1800S**

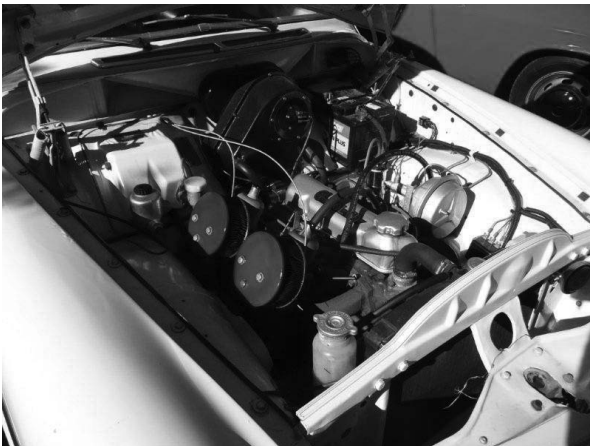
*Photos John Reeves*



# VEHICLE PROFILE *by Robert Bakker*

<u>VEHICLE :</u>	221 Wagon
<u>OWNER :</u>	TONY FORNO
<u>ENGINE TYPE:</u>	B20B Mild Cam
<u>TYPE:</u>	221342M
<u>COLOUR :</u>	79 (WHITE)
<u>UPHOLSTERY:</u>	519-555 (Now RED)

This is Tony Forno's 120 Estate. He acquired it from our lovely member Phil Rasmussen in Bundaberg about 2 years ago. Phil had very kindly rebuilt the engine and front suspension. He also retro-fitted 1800 front rotors and a 140 rear end (well done Phil, hope you are well!)



Tony since acquisition has reworked the brake and fuel lines and tweaked the engine (did Dad help?), to make it go a bit better. It certainly sounds purposeful, though Kirsty (his wife) says it is "just a car" (sacrilege.....)



In the very near future, Tony would like to fit new springs, shorten the rear track and fix up the interior. Good luck with that Mr Forno.

At the moment, this car is a "rat rod". It has the shiniest mags you will ever see. They are the Performance "Superlites" in chrome and really tart the old girl up!



The 120 estates are a rare beast and have a real old school look about them, even more than the sedans in my view. This makes them worthy of our attention. Tony, who has obviously got "Volvo" in his blood, will no doubt keep us apprised of his restoration of his rod, and we all look forward to seeing this car undergo its resto.

(BTW, Tony, can I borrow the keys, I have some stuff to cart away?.....)





# ROBERT'S REPAIR RAMBLINGS

Welcome to my new column. This month, I am going to ramble about carburettors.

Modern engines still operate on the same principal as our old B18 et al. That is, fuel and air enter the combustion chamber and are ignited by a spark plug. This causes a bang which makes the piston goes up and down.

However, today, it is the control of that mixture that is much more sophisticated, whereas in the days of our old carbies, not so much. Most old Volvos with carbies will use the SU. The SU is a fixed jet carb, with the metering needle going up and down within it and so thus increasing or decreasing the flow of fuel into the engine, depending on the load.

When you are tuning your engine, assuming timing, valves and compressions are all good, it is very important to ensure that the flow of air into the engine is equal for each carb. If not, you are going to have a very rough running engine. It is also important to ensure there are no air leaks via bad gaskets, or flogged out throttle butterflies.

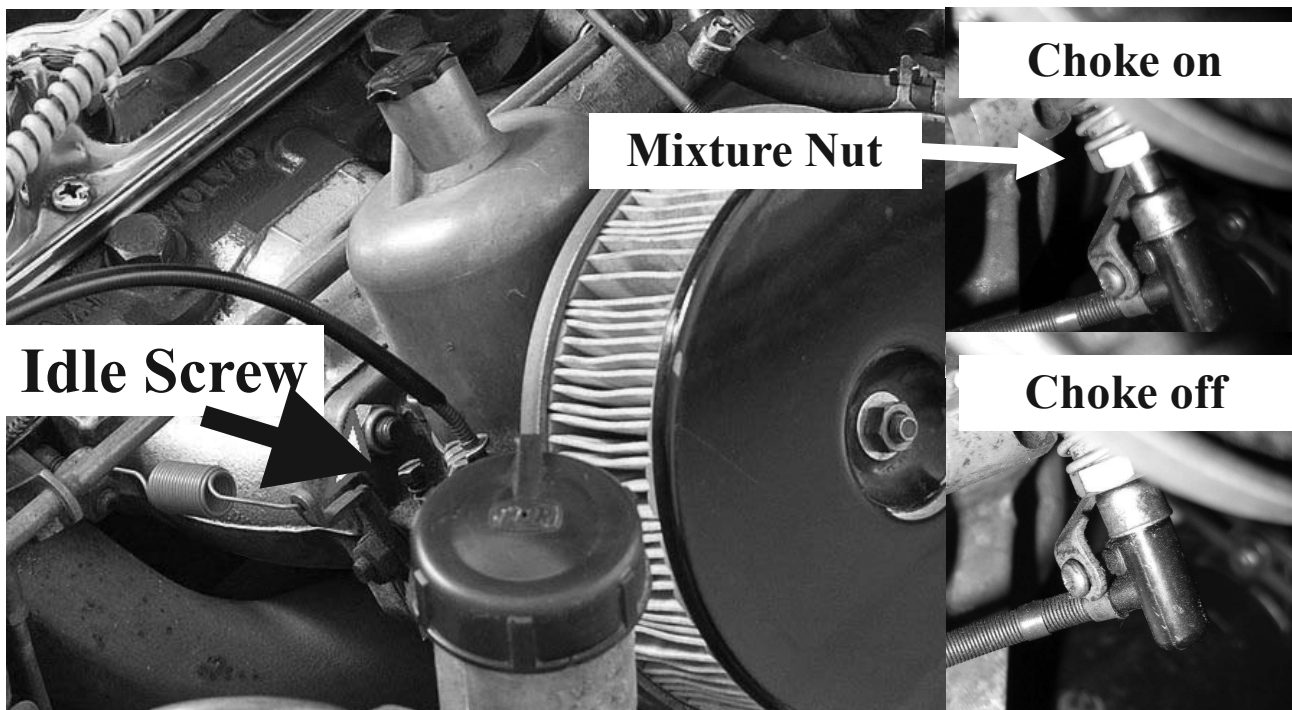
To make the mixture richer, screw the jet nut anti-clockwise and for a leaner mix, clockwise.

You should always tune from lean to rich. When the mixture is too lean, the engine will run slowly and roughly. As you richen it up, the engine will run faster, until it gets to a point when you can hear the idle go off, and it develops a loping sound. Turn the nut back until that goes, then approach again until you have the motor nice and smooth. Then set the idle speed by evenly turning your 2 idle screws. This adjustment is made a lot easier by using clever devices such as the Gunson Colortune.

Things become a bit more tricky if you have a set of big sucking Webers on your engine. I have found with these carbs that balancing airflow is ABSOLUTELY critical to a smooth engine.

If you are lucky enough to have an 1800E, the silver brain box does it all for you, except you can still adjust the idle CO with a small circular knob on the side of the box. Again, turning it to get the best idle is the way to go.

Next month... Are your brakes up to it?



### 1.3 Air System

The 4 or 6 cylinders are supplied with air through individual intake manifolds which are connected to one common inlet duct. The pressure sensor is connected to the common inlet duct.

There is a throttle valve, which is operated by a Bowden cable from the accelerator pedal, at the mouth of the common inlet duct.

When driving, the air flow is controlled by the throttle valve in the common inlet duct. When idling, the throttle valve is closed. The idling air enters the common inlet duct only via a by-pass port behind the throttle valve. The idling speed is set by altering the cross-section of the by-pass pipe.

In the 164 E model idling air enters the common inlet duct through a special, adjustable air system. Idling speed is set by altering the cross-section of the hose. Adjustment of the idling speed should only take place when the engine is warm, approx. 80° C (175° F) coolant temperature. This will ensure that the auxiliary air valve is closed. The engine when not fully warmed up requires an additional air flow for smooth running. This is controlled by the auxiliary air valve. It alters the effective cross-sectional area of the auxiliary air pipe depending on the coolant temperature. The position of the valve is dependent on an element made of expanding material which projects into the coolant. At about -25° C (-13° F) the valve is fully open, and at about +60° C (140° F) it is completely closed.

### 1.4 Principles of operation

#### Key to schematic of system

- ① Fuel tank
- ② Fuel pump
- ③ Fuel filter
- ④ Pressure regulator
- ⑤ Pressure sensor
- ⑥ Common inlet duct
- ⑦ Cylinder head
- ⑧ Injection valves
- ⑨ Fuel pipe to the injection valves
- ⑩ Ignition distributor with trigger contacts
- ⑪ Start valve
- ⑫ Throttle valve switch
- ⑬ Idle adjustment screw
- ⑭ Temperature sensor I (intake air)
- ⑮ Temperature sensor II (coolant)
- ⑯ Auxiliary air valve
- ⑰ From starting motor terminal 50
- ⑱ Air filter and air intake hose
- ⑲ Thermo-time switch

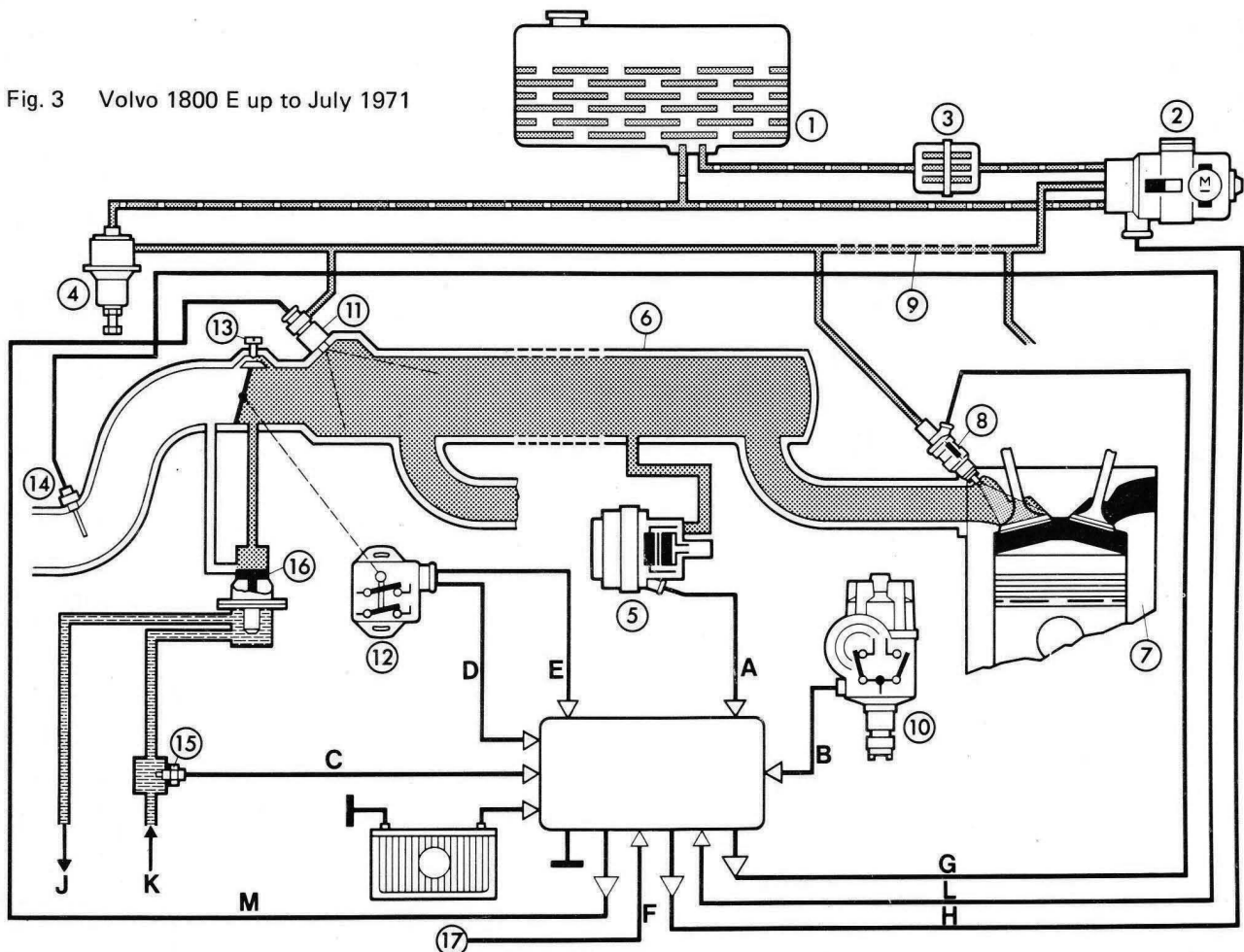
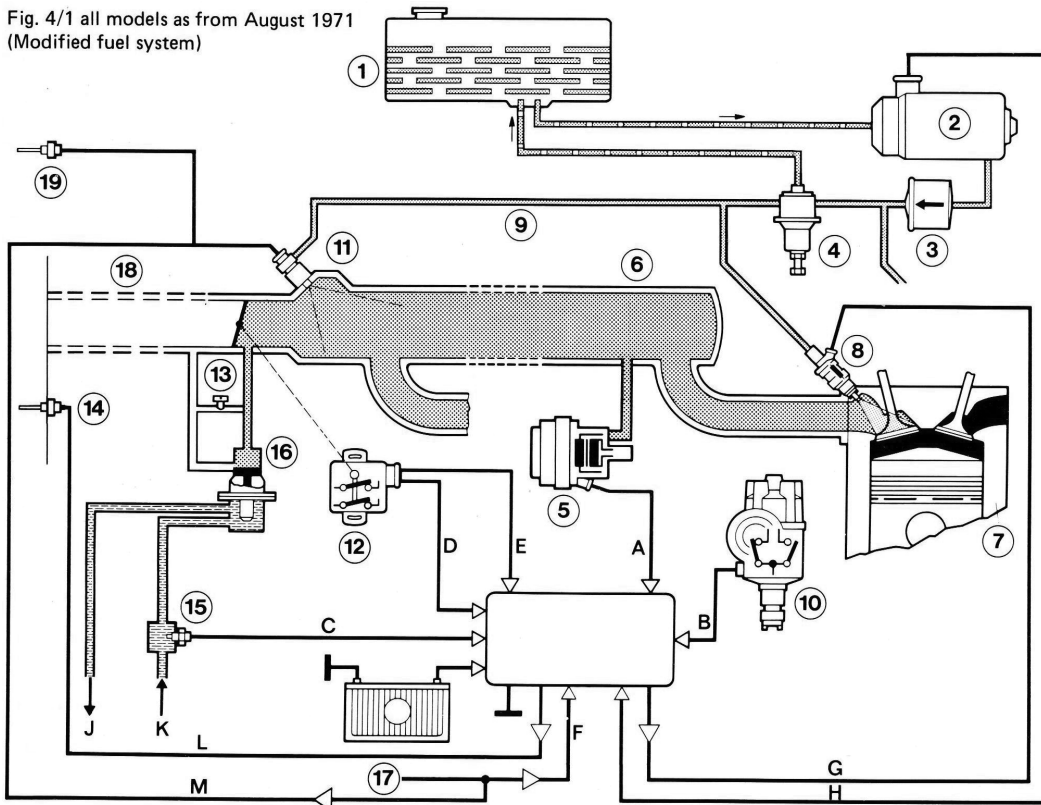


Fig. 3 Volvo 1800 E up to July 1971

Fig. 4/1 all models as from August 1971  
(Modified fuel system)



## Principals of Fuel Injection in the 1800E and 1800ES

Due to the fuel pressure of 2 kgf/cm<sup>2</sup> (28.5 psi) fuel is injected during the time for which the injection valve is open. The nozzle duct of the injection valve is accurately calibrated. Since the fuel pressure is kept constant, the injected quantity of fuel is dependent only upon the length of time for which the injection valve is open. The duration of injection is „computed“ by the control unit. The information processed by the electronic control unit comes from the individual sensors on the engine. This is done in the following manner:

The moment when the fuel is injected is controlled by the distributor contacts (trigger contacts I and II) according to the position of the camshaft (B). These contacts are installed under the centrifugal advance device in the distributor and are maintenance-free. The injection duration (fuel quantity) is governed basically by two factors: engine speed and load condition. The engine speed is relayed to the control unit by the distributor contacts I and II. The load condition is determined by measuring the absolute pressure in the inlet manifold. This pressure is converted into an electrical impulse and relayed to the control unit (A) by the pressure sensor (5) which is connected to the common inlet duct (6) by a hose.

The control unit processes this information and gives a signal for the injection valves to be open for a longer or shorter period of time (G). The control unit thus allows a varying amount of fuel to be passed through the electrically operated injection valves depending on engine load and speed. This is how the „basic quantity“ of fuel is governed.

In addition to the „basic quantity“ of fuel, an accurately metered amount of fuel is injected additionally when starting at low ambient temperatures, when warming up, during acceleration and at full load.

According to the temperature, the start valve (11) injects fuel into the common inlet duct for a definite length of time (electronic time switch in control unit, in models as from August 1971 thermo-time switch (18) in the engine) — for as long as the starting motor is operated and at a coolant temperature of up to +40–50° C (104–122° F). The additional quantity of fuel gives a considerably better start performance of the engine.

The control unit receives the signal „warming up“ (C) from the temperature sensor II (15) (coolant). The temperature sensor I (14) (intake air) in the air filter corrects the injected quantity dependent on air temperature.

The throttle valve switch (12) has two functions. Firstly, it signals „coasting in gear“ (D) (braking with the engine); in this condition no fuel should be injected. This operating condition is characterised by a closed throttle valve and increased engine speed. The throttle valve switch cuts off the fuel supply when coasting in gear at a speed over 1700 rev/min. If, when coasting in gear, the speed drops to 1000 rev/min, the fuel supply is switched on again so that a smooth change-over to idling operation is guaranteed. When the engine is cold, the speed limits are raised by approximately 300 rev/min to equalize the higher frictional resistance. In models as from 8.71 the fuel supply is not cut off when coasting in gear. The throttle valve switch gives the control unit the information „idling“ also when coasting in gear.

The second function of the throttle valve switch is to give the control unit the information „more fuel“ (E) when the accelerator is depressed. This means that for temporary enrichment, an accurately metered quantity of fuel is injected in addition to the normal amount of fuel.



## 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

#### OCTOBER

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

See Club Web Site for complete details

#### NOVEMBER

**Sunday the 18<sup>th</sup>**  
**Long Run for Lunch** – MOOGERAH DAM  
 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.

#### JANUARY

TBA

#### FEBRUARY

**Saturday 16<sup>th</sup> - Swap Meet and BBQ at Neil and  
 Jenny Summerson's at Peak Crossing.**



Angela & Kel Gibson 1968 1800S

# New Book - Now Available

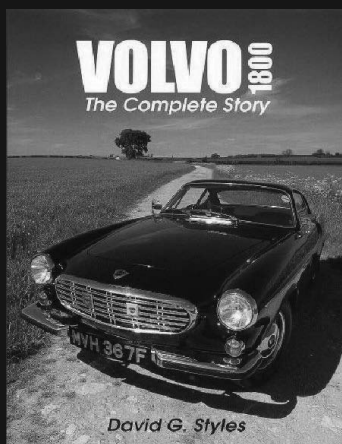
## Volvo P1800

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

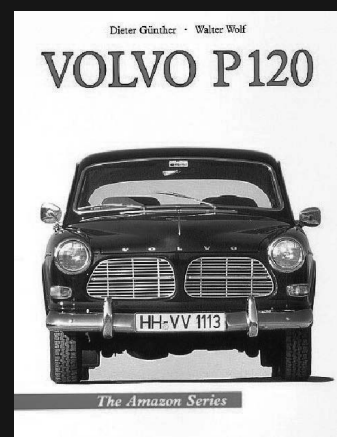
Volvo 1800-120 Club Aust Inc.  
Books for Sale

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 Series  
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.



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

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)

**WANTED – 142S** Prefer 1972 or earlier. Sold my P1800E to make room for the V50! If you have a straight & original 142S that needs a new home, please contact Jan Toft, 0435 161 506 or [jant72@gmail.com](mailto:jant72@gmail.com)

## CLASSIC 2 DOOR AMAZON (1964)

Current owner for 20 years – the 5th oldest 121 of its kind registered in Australia. Sleek, reliable, recently restored from



bare metal. A gem that'll turn heads. Value authenticated by SA Volvo Club. Cost to freight vehicle interstate approx \$1000 (cost to freight vehicle able to be negotiated into price). Sale Price: \$8,997 ONO. Peta-Jane 0459 752 426 [pj@darrylandpj.com.au](mailto:pj@darrylandpj.com.au)

**1982 244 GL** Recent RWC in Victoria, including new windscreen, tyres, rear shocks, timing belt, leads, and new battery. Vehicle located in Adelaide and



needs new rear main seal. Great for parts. \$600 ONO. Scott 0405 224 289 [scott@electricfence.net.au](mailto:scott@electricfence.net.au)

**1998 S90 SE** This car is may be a modern classic travelling an average of less than



10,000 K per year @ 135,000K on the speedo now. Looks stunning in metallic green with buff leather interior. With full service history. NSW rego RED-550 (plate not transferable). \$6,000. Call Borys 0418 248 922 Carlingford NSW.

**NEW MODEL CARS!** Orders are being taken for the release of Brock's Volvo 850 race car model scale 1:18. It will be part of Brock's collection and in limited numbers.



At the moment we are looking at release first quarter next year. RRP \$195.00 but club prices will apply! No news as yet on

previous pre-orders for the 240 Bathurst/Bowe edition. Also for pre-order is the upcoming Volvo 240 Turbo Bathurst (signed + certified) and ETCC and 850 wagon BTCC Rydell (all 1:18 scale). For info contact Mark Richardson, VP Tuning. Phone 0403 814 545 or email [mark@vptuning.com.au](mailto:mark@vptuning.com.au)

**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)

**1968 122S 2 DOOR** White with red interior. 40,000 miles. Full service history.



Will be sold with RWC for 7K or offers. Good condition. Some surface rust at rear. This is a known car in Volvo circles. Phone David 0409 143 197

## 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.

**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

**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.

# Blast from the Past!



I recently came across a photo I took in the mid 1960s, possibly 1967 or 68, when I was a lad. The photo was taken in Ringwood, as you can see from the dry cleaners. I wonder where the car is now?  
*Alasdair Wardle, Western Australia (122S owner).*

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)

**WANTED – 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)

**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)

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

**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)

## DVS

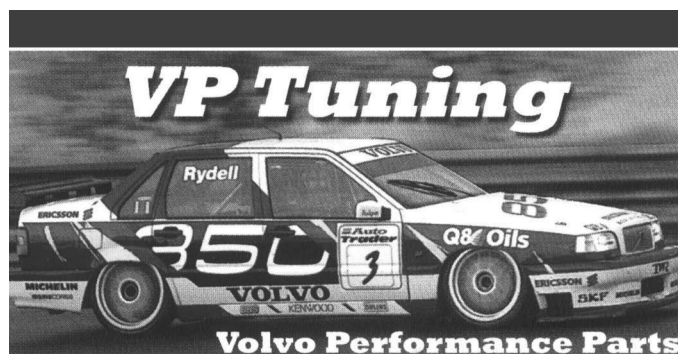
**volvo performance parts**

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

**ashleigh davies**

0412 709 695

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



**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)

# 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)

# Volvo Car Australian Dealers

## New South Wales

Trivett Volvo	75-85 O’Riordan St	Alexandria	NSW	2015	02 8338 2147
Alto Volvo	387 Pacific Highway	Artarmon	NSW	2064	02 9412 7555
Trivett Volvo Parramatta	70-72 Church St	Parramatta	NSW	2150	02 9841 4127
Peter Warren Volvo Cars	13 Hume Highway	Warwick Farm	NSW	2170	02 9828 8123
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
Hunter Viking Car Centre	16 Christo Road	Georgetown	NSW	2298	02 4960 1200
Woodleys Motors	200 - 208 Marius St	Tamworth	NSW	2340	02 6763 1500
Bellbowrie Motors	Cnr Pacific Highway & Halls Rd	Coffs Harbour	NSW	2450	02 6656 8700
Tynan Volvo Cars	37-39 Burelli St	Wollongong	NSW	2500	02 4229 3033
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Jason Wagga	42 - 50 Dobney Avenue	Wagga Wagga	NSW	2650	02 6925 3211
Annlyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
Scuderia Veloce Volvo Cars	586 Pacific Highway	Chatswood	NSW	2067	02 9411 6677
John Davis Motors	38 Bathurst Rd	Orange	NSW	2800	02 6362 0966

## Australian Capital Territory

Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
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## Victoria

Silverstone Volvo	591 Doncaster Rd	Doncaster	VIC	3108	03 9840 8868
Bilia Hawthorn	139 Camberwell Rd	Hawthorn	VIC	3122	03 9882 3600
Altitude Volvo Cars Brighton	913 Nepean Highway	Bentleigh	VIC	3204	03 9576 5399
Melbourne City Volvo	351 Ingles St	Port Melbourne	VIC	3207	03 9684 1070
Rex Gorell Volvo	212 - 224 Latrobe Terrace	Geelong	VIC	3220	03 5244 6222
Jacob Motor Group (service)	171-175 Melbourne Road	Wodonga	VIC	3690	02 6055 9829

## Queensland

Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
Southside Volvo (service)	Cnr Buranda Street & Logan Rd	Buranda	QLD	4102	07 3895 3535
Sunshine Volvo	179 Nerang Rd	Southport	QLD	4215	07 5509 7100
Southern Cross Prestige	Cnr James St & Anzac Ave	Toowoomba	QLD	4352	07 4690 2333
Pacific Volvo	129 Sugar Rd	Maroochydore	QLD	4558	07 5458 9738
Rockhampton Prestige	Cnr Musgrave & Armstrong Sts	Rockhampton	QLD	4702	07 4922 1000
Tony Ireland Volvo Cars	Cnr Woolcock & Duckworth Sts	Garbutt	QLD	4814	07 4726 7700
Trinity Volvo	94 McLeod Sts	Cairns	QLD	4870	07 4050 5000

## Western Australia

Premier Motors	393 Scarborough Beach Rd	Osborne Park	WA	6017	08 9443 1133
Barbagallo Volvo	1286-1288 Albany Hwy	Cannington	WA	6107	08 9231 9777

## South Australia

Solitaire Volvo	32 Belair Rd	Hawthorn	SA	5062	08 8272 8155
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## Northern Territory

Darwin Volvo	34 Stuart Highway	Stuart Park	NT	0820	08 8946 4444
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## Tasmania

Performance Automobiles	281 - 301 Argyle St	Hobart	TAS	7000	03 6210 7000
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- plastic
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- mild steel
- high strength steel
- very high strength steel
- extra high strength steel
- ultra high strength steel

Volvo V40 Safety Cage

