

# ROLLING

AUSTRALIA

NO.211 NOVEMBER/DECEMBER 2013



VOLVO CLUBS MEMBER MAGAZINE

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# ROLLING

## Rolling Australia Nov/Dec 2013, Issue 211

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# Victorian Events Calendar

November

## 6 (Wed)

### Night Meeting, 8pm

See the website for more information.

South Camberwell  
Tennis Club, 332 Burke Rd,  
Glen Iris, Mel/Ref 59 H6.

## 9-10 (Sat-Sun)

### Historic Sandown

We've again been invited to participate in the 2013 'Red Hill' Car Display. Benefits include: Prime location to watch the racing; Free entry for Car and driver as well as 1/2 price entry for all passengers; Secure parking among like minded enthusiasts; chance to win awards for best club display and best club car on display. Under 16 free. To achieve free entry/discount the car MUST have a WINDSCREEN STICKER ATTACHED. Please advise Lance Phillips ASAP if you are interested so we can secure a number of places/stickers for Club cars.

## 17 (Sun)

### Monthly Club Run

Location TBC - details at Night Meeting or watch the website. Contact Greg Sievert on 0401 713 595 or email greg.sievert@gmail.com if you plan to attend.

## 30 (Sat)

### Annual Safety Check Day at Voldat

46 Roberna St, Moorabbin, Ph 9553 1091. From 9AM-1PM, drop in and have your car checked over by the experts for any potential issues that need to be addressed. First in, first served, and spaces are limited, so arrive early to ensure a spot.

December

## 1 (Sun)

### Club Christmas Lunch and Awards Presentation

As per usual, we'll have the Christmas Lunch at the Waverley RSL, 161 Coleman Parade, Glen Waverley. 3-course meal with sharing platter, choice of mains, dessert and tea/coffee/soft drinks. \$35 per person (cost partly subsidised by the club). Arrive at noon for a 12:30 lunch sitting. After lunch, we'll proceed into the member's lounge for door prizes and the Display Day awards presentation. Advise Lance Phillips ASAP if you plan to attend.

## 4 (Wed)

### Night Meeting/BBQ at Voldat

Night Meeting/BBQ at Voldat (46 Roberna St, Moorabbin). Enjoy a free end-of-year BBQ for all club members. From 7PM. Note the location is at Voldat, NOT the tennis club!

**No monthly club run in December!**

**No night meeting in January.**

**Happy New Year!**

January

## 19 (Sun)

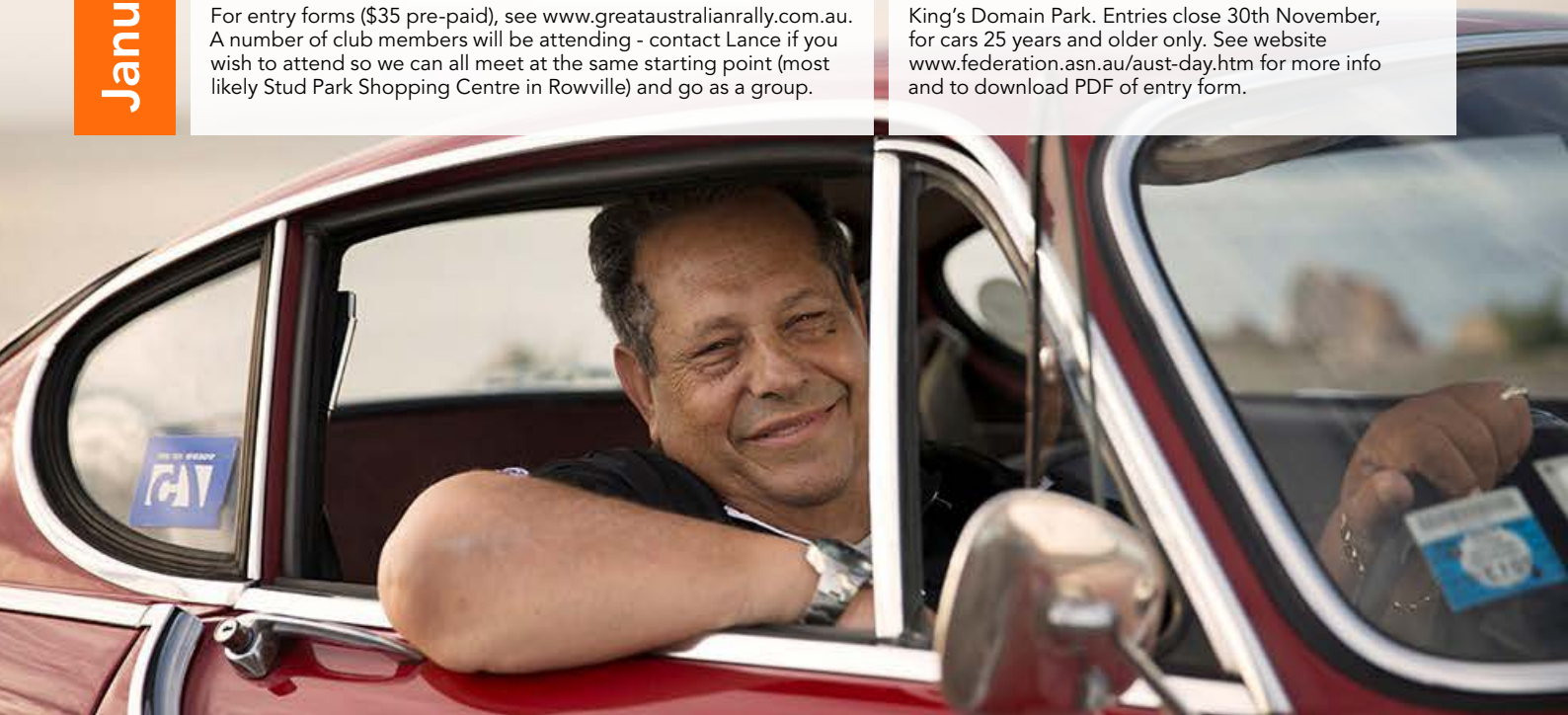
### Monthly Club Run - Great Australian Rally

For entry forms (\$35 pre-paid), see [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au). A number of club members will be attending - contact Lance if you wish to attend so we can all meet at the same starting point (most likely Stud Park Shopping Centre in Rowville) and go as a group.

## 26 (Sun)

### Australia Day Picnic & Federation Vehicle Display

King's Domain Park. Entries close 30th November, for cars 25 years and older only. See website [www.federation.asn.au/aust-day.htm](http://www.federation.asn.au/aust-day.htm) for more info and to download PDF of entry form.





# President's Prattle



2013 seems to have passed by fairly quickly as this is the last report for this year. For me personally it has been a bit up and down health wise but I am back on track now and looking forward to 2014.

The Club has had a successful year with the Corowa Rally and an increase in membership partly due to the Club Permit Scheme and its benefits. Please read the guidelines elsewhere in the magazine to see if it affects you. It doesn't affect regular members but will impact on some. The re-introduction of monthly Club runs has seen a group of regulars attending but we would like see other members enjoying the outings.

Any suggestions for destinations on these runs are encouraged as well as potential guest speakers so please contact a Committee member.

5 cars from Victoria made the trip to Adelaide for this year's Bay to Birdwood Classic. This included our Western Australian member Ian Hurst who after the event completed his around Australia trip in the 1800S. Well done Ian and Rhonda with a top effort. This year's run was on a new route which included a trip up the freeway to avoid a lot of lights

and bottlenecks before passing through the local scenic townships on our way to Birdwood. I enjoyed the new route.

Robert Bakker, President of 1800/120 Club flew down from Brisbane for the trip over to Adelaide with Len Ward and I. It gave him a chance to sample Len's 1974 144DL and my V70T6. Robert flew home from Adelaide on Monday. This was his 3rd trip down for the event.

The South Australian Club invited us to dinner on the Saturday night as a pre-Rally regular event which was great. Thanks Helen for organising that.

As my 142 was not considered ready by me for the trip this time I used the V70T6 to give it a run. I also take this opportunity to thank Ken Bayly for the offer of his 1969 142 so I could run in the event. It was greatly appreciated meaning I could still enjoy the drive as an entrant. I also thank Craig Rasmussen for his hospitality in putting up with Len & I for a few nights before Len left on his road trip to Streaky Bay and back via Bendigo.

By the time you read this the Motorclassica for 2013 will be over so see report in next issue.

I take this opportunity to thank my Committee for their work this year and to wish members from all Volvo Clubs a safe and Merry Christmas.

I hope 2014 is a good year for all.

Kind regards and best wishes

Lance Phillips  
lancephil@bigpond.com

# The Editor's Desk



Hi all - welcome to the final edition of Rolling Australia for 2011. Before I forget, please have a safe and enjoyable holiday season. Watch out for crazy drivers and be prepared for anything - it is of course the "silly season" isn't it?

I was looking back through some files as Gerard had asked me for a prior magazine cover photo. I came to realise that I've been doing the magazine now for just over 10 years! Hard to believe. It sure is easier now with Ben doing the layout (thanks Ben!) and we're getting great photos from Gerard Gowans - our official club photographer. If you do want any photos of prior Club events (including the National Rally in Corowa) please email Gerard (gdgowans@bigpond.com) and he'll be happy to email or post them to you. You will of course see many of his photos featured in the magazine.

It's been a big several months for Volvo worldwide and in Australia. The pièce de résistance was the unveiling of the stunning Volvo Concept Coupé show car at the Frankfurt Motor Show. See full details in the press release in this edition of Rolling as well as the cover photo shot. It goes without saying that the car really got noticed globally and Volvo is even talking about a possible low-volume production run given the car's positive response. Volvo Cars Australia is also busy, with the recent launch of the new V40 Cross Country - a sort-of "XC" version of the new an highly-acclaimed V40 hatch. Local dealers have them in stock now for test drives. With the higher ride height and durable body cladding, it should be a great car for the occasional country drive on unsealed roads (if you don't want to get your V40 T5 R-design muddy!) and it will be equally at home in the city with all the famous safety features transferring over from the V40. The 2014 S/V60, V/XC70 and XC60 (with new front styling and interior features) are also launching worldwide.

The HUGE news is of course our American friend Irv Gordon clocked over 3 million MILES in his 1966 P1800. This is of course another world record for Irv, and the news has spread far and wide, only helping to solidify Volvo's reputation for longevity and durability. Well done Irv - maybe one day you'll get the car over to Australia as our wide open spaces would be a great way to start on the 4th million miles! If you want to see photos and numerous news coverage, just Google "Irv Gordon Volvo".

Since the last magazine, we've had another two successful monthly club runs. It is disappointing that we only ever see the occasional new face. Where is everyone? We're putting on new members at the rate of 5-10 per month, but it's always the same 8-10 people (many committee) that show up to the events. We really do want to encourage more people to come along. They're mostly informal, easy-going drives. It is sometimes last-minute in terms of the venue as we only have a few people who help out with organising (always check the website or email or ring me if you're unsure). If you'd like to help organise a drive, please let me or Lance know and we'll put it on the schedule. The drives were the 3rd Sunday of the month in 2013, and we probably will go with that again in 2014 for lack of another suggestion. There's no drive in December due to the holidays.

The January drive falls on the RACV Great Australian Rally day, so we'll do that. We need ideas going forward! Let me know.

I've been enjoying corresponding with other Volvo enthusiasts around the world (including our "sister" club magazine editors in the US and Canada). I recently was contacted by Mark McCourt, one of the editors for Hemmings Motor News in the US. He had met my parents as he was on the VCOA trip to Sweden earlier this year. It's fun to compare notes about Volvos we've owned, longed for, etc. Mark sent through this photo of his gorgeous C30 T5 R-design. Love it Mark! There's a ton of interesting Volvo-related stories on the Hemmings website - check it out ([www.hemmings.com](http://www.hemmings.com), and in the "search articles" area type Volvo).



Finally, Adrian has tallied all the National Rally Feedback forms. We had a great response rate. Thank you to everyone who sent in a form and for your constructive feedback. See page 5 for the survey results. We will pass this information on to future National Rally host clubs/committees as the comments could help guide future rallies. As promised, we had a random draw from the entries received for a free year's club membership - congratulations to Anthony Hyde from the ACT - we will add another year onto your club membership renewal date.

Until 2014, have a safe and happy holiday.

Regards,  
Greg Sievert



# News and Events

## Results from the National Rally Survey

All those who attended the National Rally were sent a questionnaire to find out what worked and what, perhaps, did not work. We thought that this could be useful information for the next Rally, and it might be of interest to you, our membership as well. So, here are the results, ranked from highest to lowest average score. (These results are based upon replies from 38 people.) The higher the score the more strongly they agreed with each statement. The highest score for an item was 'four', meaning that the person replying agreed

'to a major extent' with a statement.

(The lowest score was 'one', meaning they did not agree with the statement 'at all'.)

On average, the scores ranged between 'moderately' and 'strongly' agree, meaning that most people were pretty happy with the rally. While there are no statistically significant differences between any of these averages, it seems that the location was especially well liked. (All the items at the top of the table refer to the location and facilities at Corowa).

Corowa RSL was a convenient location for rally activities	3.9 / 4
The National Rally was worth attending and I (we) would attend again	3.9 / 4
The local community/people were friendly	3.8 / 4
Host Club members were helpful	3.8 / 4
Host Club members were friendly	3.8 / 4
The Sunday Awards Dinner had good food	3.8 / 4
Other local touring was worthwhile (e.g. Chocolate Factory, Wineries)	3.8 / 4
The location was easily accessible	3.8 / 4
Corowa had good amenities	3.8 / 4
The Rally Entry Fees were reasonable	3.8 / 4
Pre-rally communications were easy to understand	3.7 / 4
The Door Prizes at the awards dinner were suitable	3.7 / 4
The welcome BBQ was a good way to start the weekend activities	3.7 / 4
The venue was very appropriate for showing off our cars	3.7 / 4
All events were well organised	3.6 / 4
Awards/Trophies for People's Choice voting were appropriate	3.6 / 4
Max's Motor Museum was worthwhile visiting	3.6 / 4
The Saturday Boat Cruise/Lunch was entertaining	3.5 / 4
Classes for People's Choice voting were sufficient to capture the number and variety of cars on display	3.4 / 4
Control of the parking and photos upon arrival was clearly communicated	3.3 / 4
I really like the Rally Medallion	3.3 / 4
I really like the Rally Shirt	3.3 / 4

Many thanks to those who returned their questionnaires. There were also many interesting comments made on these, which we will be forwarding to next rally committee.

By the way, you may be interested to know that on average attendees had been to over three national rallies (including the Corowa one), and the average age of the cars (from the people

who sent in a questionnaire) was 38 years, with the oldest being 50 years.

As mentioned in the Editor's report, Anthony Hyde was the lucky winner of a year's free membership from the random draw of surveys returned.

*Adrian Beavis*

### Welcome New Members!

**Christopher & Abigail Cassar**  
245DL

**Chris & Suzana Meier**  
240GLE

**Jeffrey & Christine Greenwood**  
240GL, 240GLE

**Peter & Christine Anderson**  
242GT

**Ivan & Eleanor Brown**  
142S

**Jane & Edward Heywood**  
240GL

**Nat Richardson**  
244GLE

**Shakeel & Miriam Kacmarsky**  
940S

**Jim Schilling**  
V70R

**Daniel Kurosz**  
740T

**Narelle Shanahan**  
240GL

**Jagjit & Tarlochan Sidhu**  
242GT

**Paul & Brenda Walker**  
850SE

**John & Joan Clancy**  
144DL

As of the 13th of October, the club has 240 members, 14 of whom have outstanding membership dues.

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

### CH Plates

We're incorporating new guidelines for the running of club cars on the Club Permit Scheme. See page 17 for your new obligations.

### Treasurer's report

The balance on 14th of October was \$9772.33. This is the figure, now that all the early financial year transactions that go on around advertising revenues and payment of funds to other clubs has settled down, is a pretty fair indicator of where the club is financially. That is, we look to be travelling well.

*Adrian Beavis*

# News and Events



## He has done it! - Irv Gordon reaches 3 million miles in his 1966 Volvo 1800S

On September 18, million-miler Irv Gordon and his 1966 Volvo 1800S finally reached their phenomenal goal of hitting the 3 million miles mark – the same distance as 120 laps around the world. They did it near the village of Girdwood, on the Seward Highway, south of Anchorage in the state of Alaska; one of the two remaining states where Irv and his famous car had not been together until now.

"It was all rather undramatic," said Irv. "We just cruised along and I kept an eye on the odometer in order not to miss the great moment". At 4.00PM on September 18, the meter ticked over, indicating that Irv and his Volvo had finally achieved those dreamed-of three million miles that they set out to reach many years ago.

"But it has really not been about just getting to the three million miles; it's more about the trips that got me to the three million miles and what I have experienced getting there," Irv continues. "I never had a goal to get to one million, to two million. I just enjoyed driving and experiencing life through my Volvo."

### A true love affair

Irv Gordon bought his Volvo 1800 S on a Friday back in 1966 and immediately fell in love. He simply couldn't stop driving the car – it was a holiday weekend – and brought the car back to the dealership the following Monday for its 1,500-mile service. With a



125-mile round-trip daily commute, a fanatical dedication to vehicle maintenance and a passion for driving, Gordon logged 500,000 miles in 10 years. In 1987, he celebrated his one-millionth mile driving a loop around the Tavern on the

Green in Central Park and in 2002, he drove the car's two-millionth mile down Times Square to international media attention. Since then, Gordon has broken his record every time he drives his celebrated car.

### A solid world record

For the 3 million mile record, the car was transported on board a covered truck to Alaska and Irv followed by plane. A few days of driving around got the meter closer to the magic mark and the highway leading to the beautiful Kenai peninsula was chosen for the occasion. 3,000,000 miles is by far the longest mileage one man and one and the same car have reached together and this world record is included in the Guinness Book of World Records.

Volvo Cars and Volvo Cars Heritage proudly express their congratulations to an outstanding achievement, done by an outstanding gentleman and his outstanding car! This is by far the best proof of Volvo quality, longevity and reliability one could possibly ask for. And Irv Gordon is the man who has done it.

Source: Volvo Cars





## A wedding car for all seasons?

When a wedding party absolutely, positively has to get there a Volvo AWD should do it! Our daughter Melanie married Brett Threlfall (30.9.13). We wish them a long healthy and happy life together.

*Allan and Meredith Abbott*

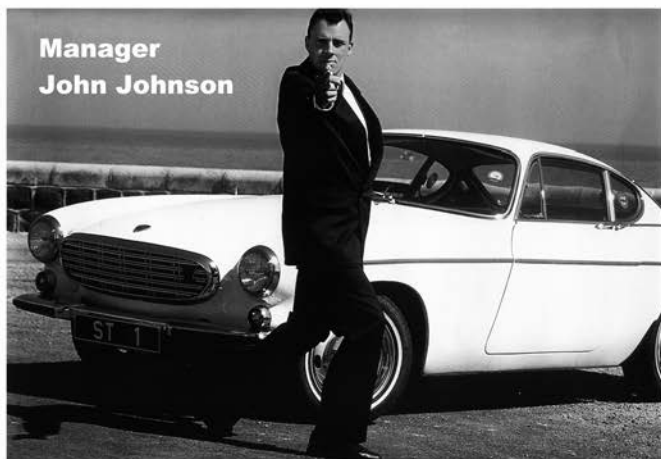


## Mystery Musketeer

No, he's not our newest swashbuckling member – he's been around the block a few times. Do you recognise him?



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



**Manager  
John Johnson**

Incorporating  
**THE SAINT EMPORIUM**  
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New & Secondhand Accessories  
Volvo Car Club of Victoria Safety Officer  
All Mechanical Repairs & Servicing  
Volvo New & Secondhand Parts  
Fuel Injection & EFI Specialist  
Auto Electrical & Part Repairs

46 Roberna St, Moorabbin VIC 3189  
Ph: 03 9553 1091  
Fax: 03 9532 3151



## The last 240

The very last 240 to be built was a shortened version made just for fun by the project. This short 240 was a thank you for the efforts done by the entire 240 crew and symbolized shortened leadtimes.

Source: Volvo Cars

# News and Events



## Volvo launches V40 Cross Country

### Capable and expressive all-roader

Volvo Car Corporation paved the way for a totally new segment with the V70 Cross Country already in 1997. Now, 15 years later, the new Volvo V40 Cross Country brings the unique blend of capable ruggedness and expressive elegance up to a new altitude by establishing a Cross Country in the Premium C-segment.

"The new V40 Cross Country is built on the heritage that started with the V70 Cross Country back in 1997. It is designed for those who want a sense of adventure in their everyday life," says Lex Kerssemakers, Senior Vice President Product Strategy & Vehicle Line Management at Volvo Car Corporation. He adds: "And when you want a break from the city, it is capable enough to take you and your gear to your favourite adventure and back. However, you still need to climb the mountain yourself,"

### Capable all-roader

When the Volvo XC-models happily flex their muscles, the V40 Cross Country boasts a sleek ruggedness with its unique features integrated in the stylish design.

"There is a clear distinction between our XC and Cross Country models. The Volvo XC models have a distinct crossover character with unique body-styles including an elevated seating position, while the Cross Country models are expressive all-road versions of our dynamic wagons and hatchbacks," explains Lex Kerssemakers. He adds: "When it comes to driving dynamics,

the V40 Cross Country is eager to take on the sportiest competitor versions. It features an attractive blend of sportiness and comfort."

The driver rides 40 mm higher in the V40 Cross Country than in the standard V40. This capable impression is enhanced by a number of unique Cross Country details:

- Wheels with the same size as the Volvo V70, including up to 19-inch rims.
- The front with dark, contrasting bumper, honeycomb mesh grille and upright DRL-lights.
- The sculpted, contrasting sills.
- The contrasting rear bumper with integrated skid plate.
- Elegant, refined premium crossover

Yet, the five-door, five-seat premium all-roader features refined off-road inspired details such as the anodized, black high-gloss frame around the greenhouse, the black rear-view mirror housings and the sleek rails floating over the roof.



"The V40 Cross Country retains its V40 stylishness by integrating the ruggedness in the design with meticulous attention to detail. It has an extrovert, expressive character that promises the open-minded adventurer a great time," says Simon Lamarre, exterior design manager for the V40 Cross Country.

### Copper and brown theme

Inside, the Raw Copper exterior launch colour is echoed in the contrasting stitching - and it can be emphasised even further by choosing the Copper Dawn centre stack inlay. The leather upholstery comes in five different versions, including the Espresso Brown accent colour.

"Our customers are individualists, so we want to offer them a lot of possibilities. All choices feature the same strong, emotional expression as the exterior of the car," says Maria Ugglå, colour & material design manager for the V40 Cross Country. She adds: "The two-tone upholstery alternatives are the perfect choices for those who want a truly individual look. There is a generous range of individual possibilities. Dark elegance? Scandinavian bright? Sporty ruggedness? Just choose the interior that fits your personality best,"

### Versatility for open-ended adventures

The V40 Cross Country offers thrill-seeking customers the right versatility to bring both friends and gear along on an open-ended adventure.



The two-piece, 40/60, rear seat backrest can be easily folded. The load compartment can be equipped with a practical hanging load net. A soft safety net is optional and a steel version is available as an accessory.

The car can be equipped with a versatile "extra" floor in the load compartment. It creates several useful possibilities:

- Fold it up - and get a grocery holder.
- Fold it away - and get best luggage volume.
- Flat floor - load long stuff.
- Flip it over for protecting and maximize the volume.

The front passenger seat can be folded forward to create even more space. In addition to the two permanent hooks, the extra floor integrates hooks for bags. Between the upper and lower floors there is a concealed storage area.

The accessory range includes a "Cargo Mat Organiser" that keeps smaller items secure and in order, as well as a "Load Organiser" that includes a load compartment divider, a load belt and two floor rails.

### Smart storage

Below the armrest is a storage compartment suitable for CDs and other small items. It also features a connector for either USB/iPod or AUX, depending on the audio system specified. The armrest can be adjusted to provide extra support for the driver. Two cup-holders and a 12V power outlet are integrated in the console in front of the armrest.

The glove compartment includes space for two soft-drinks cans or bottles that are kept cool with cold air from the Electronic Climate Control system. Other convenient features:

- Height adjustable headrests on the front seats and the centre rear seat.
- A sunglass compartment above the driver's door.
- A penholder in the glove compartment.
- Integrated cup holder in the rear seat.
- Handy storage under the instrument panel, on the front seat cushions, on the front seat backrests and on the outside of the rear seats.
- Another smart detail for the keen winter adventurer is the specially designed, drained storage unit for an ice scraper in both front door panels.

### Seven different mood light options

The interior lighting is designed to give a "theatre lighting" feel. LED lamps are used to light up strategic areas. The driver can enjoy a red-to-blue setting that adapts the light to the interior temperature - or choose between another seven mood themes. The reading lights front and rear can be dimmed.

### All Wheel Drive enhances capability

The V40 Cross Country features class-leading driving dynamics with All Wheel Drive available on the T5 petrol turbo to enhance the all-road, all-weather capability.

The five-cylinder 2.5-litre T5 engine has a power output of 254 hp and 400 Nm of torque, including 40 Nm overboost delivered during acceleration. It comes with automatic transmission and acceleration from 0-100 km/h takes 6.1 seconds. Fuel consumption is 7.8 l/100 km (EU Combined).

The T5 is also available in a 2.0-litre version with 213 hp and 300 Nm of torque on certain markets.

There is also the T4, a 1.6-litre GTDi engine with 180 horsepower and maximum torque of 270 Nm, including 30 Nm overboost. Fuel consumption is 5.5 l/100 km. This corresponds to CO2 emissions of 129 g/km. A 2.0-litre five-cylinder T4 engine with 180 hp and 300 Nm of torque is available on certain markets.

### Smooth Powershift transmission

The T5 version comes with a six-speed automatic gearbox, while the T4 is available in combination with the automatic six-speed Powershift transmission or a six-speed manual gearbox.

Powershift operates in principle as two parallel manual gearboxes with separate clutches, a system that provides quick and fuel-saving gear changes.

### Fuel-efficient diesels

The five-cylinder 2.0-litre D4 turbodiesel has been optimised for fuel-efficient driving pleasure. It delivers 177 hp and has torque of 400 Nm across a wide rpm range. Acceleration from 0-100 km/h takes 8.3 seconds with the automatic gearbox (8.6 sec with manual). Fuel consumption and CO2 emissions are 4.4 l/100 km (117 g/km) with a manual gearbox and 5.2 l/100 km (137 g/km) with the automatic (EU Combined).

In addition there is the 2.0-litre D3 producing 150 hp and 350 Nm of torque. Both turbodiesels are available with a six-

speed automatic transmission or six-speed manual gearbox.

### D2 version with class leading CO2 emissions of 99 g/km

The D2 version of the V40 Cross Country comes with CO2 emissions at a class-leading 99 g/km - corresponding to fuel consumption of just 3.8 l/100 km. The 1.6-litre diesel engine has 115 hp and 285 Nm of torque, including 15 Nm overboost. The D2 engine is combined with a six-speed manual gearbox and start/stop function.

### Start-stop on all versions



All engine versions have start-stop and braking energy regeneration, no matter whether they are fitted with a manual or automatic gearbox.

### Hill Descent Control

To make altitude-changing adventures more comfortable for the driver, the V40 Cross Country also features Hill Descent Control on the T5 version with All Wheel Drive, which controls the car's speed automatically when driving down steep inclines. The V40 Cross Country also has a practical Hill Hold function that makes starting in a hill easy.

### Focus on Europe and China

Volvo Car Corporation expects to sell 17,000 units per year of the new Volvo V40 Cross Country. Around 50 percent of the total volume will go to European customers and around 30 percent to Chinese buyers.

The V40 Cross Country will be built in Volvo Car Corporation's production plant in Ghent, Belgium. Production gets under way in November 2012.

*Note: Except for unique details mentioned in this press release, the new V40 Cross Country is available with the same features as the standard version of the all-new Volvo V40. Detailed information is included in the Volvo V40 press releases about Design, Sensus, Driving and Safety & Support.*

Source: Volvo Cars

# News and Events



## Concept Coupé – next-generation P1800

### Elegant confidence enabled by the new scalable architecture

Inspired by contemporary, progressive Scandinavian lifestyle and design as well as iconic elements from the past, the elegant new Volvo Concept Coupé is the first of a series of three concept cars that reveal the design possibilities created by the company's new Scalable Product Architecture (SPA).

After a more than a year of rising expectations, the first design by the new Senior Vice President of Design, Thomas Ingenlath, showcases how design builds emotion into the Volvo brand and points towards the next generation of Volvo models, starting with the forthcoming XC90 in 2014.

"The Volvo Concept Coupé is no futuristic dream car. It is designed to demonstrate the capability of our new architecture: the confident stance, the proportions and the most prominent design signatures. Even though the all-new XC90 is an entirely different type of car, you will recognise the connection instantly when it is revealed next year," says Thomas Ingenlath.

Developed in-house for Volvo Cars only,

the Scalable Product Architecture liberates Volvo's designers and engineers from the limitations of previous cross-brand platforms.

"The new Volvo Concept Coupé reveals how we could shape our cars from now on. Free from the superficial surface excitement of other car brands, we add emotional value to the Volvo brand with the calm, confident beauty that is the hallmark of Scandinavian design," says Thomas Ingenlath.

### Powerful visual impact

The visual impact of the new proportions is most powerful when viewing the Volvo Concept Coupé from the side. The distance between the dashboard and the front axle is extended and the greenhouse has been moved slightly rearwards.

A low bonnet, roof, and the five-spoke, 21-inch wheels also contribute to the impression of an elegant Gran Tourer oozing effortless power. The confident stance is emphasized by a beltline that spans an elegant bow along the whole car.

"Think about the powerful calmness of a lion. He doesn't have to prowl to radiate respect. Even lying down he shows very

clearly what he is capable of," smiles Thomas Ingenlath.

### New T-shaped DRL lights

The face of the Volvo Concept Coupé is characterised by a new topography on the bonnet and the 'floating' grille, flanked by headlights featuring new T-shaped DRL light guides. Just like the rear light signature, the DRL lights are distinctive elements in the new design direction of Volvo Cars.

"The face is new, but it also carries more than 85 years of Volvo heritage with great pride. We are still working with the final interpretation of the grille and the iron mark and this will be revealed together with the XC90 next year," says Thomas Ingenlath.

### Echoes the iconic P1800

The Concept Coupé also features elements that echo the design of the Volvo P1800 from the 1960s.

"It is a car designer's duty to reflect and incorporate design signatures that are vital parts of the company's heritage. The P1800 is an iconic Volvo, renowned for its beautiful forms and detailing. However,



using elements from the P1800 exterior and interior has nothing to do with being retro. We are using these subtle links to a glorious past to create a future where sheer beauty becomes a recognised part of Volvo's identity. That journey starts with Concept Coupé," says Thomas Ingenlath.

### Sparkling crystal gear-leaver

The blue-grey exterior is echoed on the inside of the Volvo Concept Coupé. Refined, handcrafted elements such as the leather instrument panel, inlays made of naturally aged wood and the dark blue woven carpets are blended with beautifully machined metal details."

"To me, handcrafted crystal is one of the finest examples of high-quality Scandinavian design and I love the idea of bringing it into the car. The prominent position of the gear-leaver is the perfect place for this sparkling sensation," says Robin Page, Design Director Interior at Volvo Car Group. He adds: "The experience inside Concept Coupé is an excellent example of how we will make Volvo customers feeling truly special."

### Large portrait touch-screen

The concept car also includes a totally new approach to Volvo Cars' human-centric user experience. A large portrait touch-screen in the centre console interacts with an adaptive digital display and head-up display in front of the driver.

"This is a natural integration of user interfaces in our new car generation. Interaction with pleasure but without distraction is the key. We bring connectivity into our cars to make them both more enjoyable and safe," explains Thomas Ingenlath.

The Scalable Product Architecture is also being prepared for completely autonomous driving. The first features with autonomous steering to avoid accidents and make driving more comfortable will be introduced in 2014 – and Volvo Cars' aim is to have cars with fully autonomous technology out on the roads before 2020.

### Petrol plug-in hybrid – powerful and efficient

The petrol plug-in hybrid driveline in the Volvo Concept Coupé reflects Volvo Cars' strategy to use electrification to create the most powerful versions in the new four-cylinder Drive-E engine family. This will take power figures up into V8 territory.

The concept car features a two-litre high-performance Drive-E petrol engine with a supercharger and turbo. The petrol engine is teamed with an electric motor on the rear axle. This gives Volvo Concept Coupé a total output of around 400 hp and over 600 Nm of torque.

Source: Volvo Cars



## Corvair Despair

Grumpy: I disagree with your assessment (Brickbats & Bouquets, Rolling Australia #210) that the Chevrolet Corvair had a massive engine. The original Corvair had a 2.3 litre engine later expanded from 1964 to 2.7 litre, hardly massive. The Porsche 911 had a 2 litre engine in the same position. BTW you forgot the Tucker 48 which did have a massive engine hanging out the back. The Corvairs handled poorly because Chevrolet management used a swing axle design and deleted (on cost grounds) the front sway bar. Chevrolet sold an unadvertised at-cost option (#696) including upgraded springs and dampers, front anti-roll bar and rear-axle rebound straps to prevent tuck-under but very few were sold. Corvairs also needed a lot less air in their front tyres yet owners routinely overinflated them thus causing problems.

Tyre pressures were 15 PSI front, 26 PSI rear, when cold; 18 PSI and 30 PSI hot (taken from unsafe at any speed - Ralph Nader). The later generation Corvair with Corvette rear suspension and turbo option was a very good car but the damage had been done. Ford's Falcon and Plymouth Valiant were much simpler vehicles which sold in much greater numbers.

As a matter of interest, the Turbo Corvair came out in the same year (1962) as the F-85 Olds Jetfire which is usually noted as the first American turbo car, well ahead of the Porsche 911 which debuted in the US in 1974.

Richard Fulwood



# The Missing Wheel

A car should have five wheels – one on each corner and a FULL sized tyre and wheel in the trunk. I have been thinking of these yellow mini-spare wheels being supplied with new cars. They are supposed to be safe up to 80 kilometres per hour. Frankly I would not want to drive above 50 and only until I could get to a service station or tyre retailer. It is obvious if you have to brake heavily the car will swerve/skid in the direction of the full sized tyre. The tyre repair kit may work on small holes but on larger punctures the repair might work until you are travelling at 100 km/hr and then give way suddenly. Run flat tyres are a safer solution but they also have problems and expensive replacement costs.

This all started me thinking when I remembered that in the past there were a number of THREE wheel cars. Just think of the savings! No wheel, no tyre, no wheel bearings, no disc brake, and no suspension!

The one that comes to mind was **The Reliant Regal** was a small three-wheeled car manufactured from 1953 until 1973 by the Reliant Motor Company in Tamworth, England. It was a three-wheeler, therefore under UK licensing it was considered a tricycle. Due to the lightweight construction, the vehicle could



be driven on a motorcycle licence in the United Kingdom. Not only was it much cheaper to register but it was cheap to buy. I never drove one [and I am happy!] because I have serious reservations as to its roadholding at speed.

Regals MkI-MkVI had aluminium bodies and 747cc side-valve engines and despite their light weight they were hardly a ball of fire with four adults aboard. They were also the butt of a number of jokes on TV because of their ability to fall over when cornering!

## How the mighty have fallen

Mention Messerschmitt and most of us will think of the Me 109 the German fighter aircraft that battled the British Spitfire.

I am thinking of the post-war **Messerschmitt KR175** a micro-car produced in Germany from 1953. After the war Germany was

prohibited from producing aircraft so Willy Messerschmitt turned his engineering talents to producing a car (you can't keep a good engineer down)



This remarkable little machine was basically an enclosed motor scooter with two wheels up front and one at the back. The canopy opened to the side [as in the aircraft] and a small door allowed the pilot/driver to get into the cockpit/cabin

**Engine and transmission** The KR175 ran on a 173 cc (10.6 cu in) air-cooled single cylinder two-stroke engine positioned in front of the rear wheel, just behind the passenger's seat. The engine was started with a pull rope as standard, but there was an option of an electric starter. The transmission was a sequential, positive-stop type with four speeds and no synchronization nor reverse gear.

**Controls** The KR175 was steered with tubular steel handlebars. Operated by pushing rather than by turning the steering bar was connected directly to the track rods of the front wheels, providing an extremely direct response best suited to small, measured inputs the gearshift lever, on the right side of the cockpit, had a secondary lever on it which operated the clutch. The throttle was operated by a twist-grip on the left handlebar. The footbrake pedal, which was the only pedal in the car, operated brakes on all three wheels mechanically, using cables. The handbrake lever operated similarly. But apparently they have a cult following in Europe and the USA long after production ceased. The KR 175 was replaced with the KR 200 and 40,000 were produced between 1956 and 1964. Some collectors will pay over €20,000 [Aus \$ 14,000] for a well-maintained "Schmitt".

## Morgans forever

One of the most remarkable cars is the Morgan The Company was founded in 1910 by Henry Frederick Stanley Morgan, generally known as "HFS" and was run by him until he died at age 77 in 1959. Peter Morgan, son of H.F.S., ran the company until a few years before his death in 2003. The company is currently headed by Steve Morris. They still produce cars but with four

wheels and large motors.

Morgan produced 640 cars in 2007. All the cars are assembled by hand. The waiting list for a car is approximately one to two years.

## V-Twin three-wheelers (1911–1939)

H.F.S. Morgan's first car design was a single-seat three-wheeled runabout, which was fabricated for his personal use in 1909. Interest in his runabout led him to patent his design and begin production. While he initially showed single-seat and two-seat versions of his runabout at the 1911 Olympia Motor Exhibition, he was convinced at the exhibition that there would be greater demand for a two-seat model. The Morgan Motor Company was registered as a limited private company only in 1912 with "H.F.S." Morgan as managing director and his father, who had invested in his son's business, as its first chairman.

Morgan established its reputation via competition such as winning the 1913 Cycle car Grand Prix at Amiens in France. This became the basis for the 'Grand Prix' model of 1913 to 1926, from which evolved the 'Aero', and 'Sports' models.



These models used air-cooled or liquid-cooled variations of motorcycle engines. The engine was placed ahead of the axis of the front wheels in a chassis made of steel tubes brazed into cast lugs.

## Three-wheelers (1932–1952)

The Morgan F-4 was introduced in 1933 at the Olympia Motor Cycle Show. The F-4 had a new pressed-steel chassis the four-cylinder Ford Side-valve engine used in the Model Y, and a four seat body. The F-4 was supplemented by the two-seat F-2 in 1935 and the more sporting F Super, with cycle-type wings and louvred bonnet tops, in 1937. Production of the Ford-engined three-wheelers continued until 1952.

## Apparently Morgan did not give up on 3 wheelers as in 2011 Morgan Three-wheeler

The engine was a 1983 cc [2 litres] ohv V-twin and the transmission was a 5 speed manual torque damper

The Morgan Motor Company announced that they would launch the '3 Wheeler' in 2011 at the Geneva Motor Show.



# Kevin Allen Race Report



The Three-wheeler was initially said to have a Harley-Davidson Screaming Eagle V-twin engine and a Mazda 5-speed manual transmission, and was estimated to deliver 115 horsepower (86 kW) at the rear wheel. However, there was a surprise when the prototype that was shown at Geneva had an S&S engine. Production three-wheelers turned out to have S&S engines. The kerb weight was originally estimated to be less than 500 kilograms (1,102 lb), but the final weight was tested at 550 kg. The acceleration from zero to 60 miles per hour (97 km/h) was estimated by Morgan to occur in 4.5 seconds, with an (est.) top speed of 115 miles per hour (185 km/h). The three-wheeler is to be homologated as a motorcycle in the United States. The company states that 850 deposits have been taken since the announcement in 2011. Customer deliveries began in Europe in February 2012. USA deliveries are not expected before June 2012, when the first imported three-wheeler was displayed in New York City and at the Greenwich Concours d'Elegance. The Morgan Threewheeler was featured in a Series 18 episode of UK motoring show Top Gear where presenter Richard Hammond picked the Morgan Threewheeler in a comparison of track-day cars. The Threewheeler won the "Not-A-Car of the Year 2011" in Top Gear (magazine).

Now what worries me is that the bright sparks who decided to save car companies millions of dollars by eliminating the spare wheel will tell their CEOs "we can save even more millions by eliminating one of the four wheels" A bit like "Back to the future"

I rest my case.

GRUMPY



The FoSC Masters (L-R) Ray Gulson, Spencer Martin, John Leffler, William Weldon, Garry Williams, John Brewster, Bruce Stewart

## Eastern Creek South Circuit - 10th August 2013

Volvo 122 makes a return to Sydney Motor Sport Park in an event organised by FoSC in their version of 'Amaroo Park' races on the new SMP 1.8 km 'South Circuit'.

Festival of Sporting Cars (FoSC) are an enthusiastic group of well known drivers who have raced and won at events all in sorts of classes all around the place from the '60s to the current times.

The weather gods smiled on us with a rather balmy day for August. FoSC offered lots of new events, including;

- Regularity Events (\$180).
- A Come and Try Day for drivers on Saturday (\$100).
- A Sidecar Training Day for "swingers" on Sunday conducted by ALMCC.
- A round of the Hyundai Excel Championship and one of the PRB Championship.
- A very popular Partners Parade for friends to drive your car around the circuit (Free).

All categories were well supported and the new events went down very well. The slick organisation of scrutineering and races provided competitors with lots of track time.



There were scores of competitors in Historic and Invited Sports, Racing and Touring Cars, plus two fields of Regularity.

Even the sidecar guys and girls got into the spirit of things, signing up for an impromptu race on Sunday afternoon, even after an exhausting day of training.

My 122 has been sitting in the garage for the past 18 months. I still spend many hours preparing and maintaining the vehicle, this time an overhaul of the limited slip diff, new 3.5" exhaust system and tuning the carburettors following recent engine modifications. The improved engine power (larger valves/R-sport camshaft) amongst a few changes gave the car better acceleration out of corners and the surprisingly good braking have helped to make good lap times.

The new South Circuit suits my Volvo 122. Undulating with tight turns and short straights, it is very similar to the now defunct Amaroo Park Raceway where this car competed many times during my early days of ownership from



1976. There was a lot of interest in the 122 at Eastern Creek, much more so than previous motor sport events I have attended (2009) Oran Park and Wakefield Park. This model is achieving recognition it deserves of a true classic car that looks good, can perform on and off the track.

Check results at [www.natsoft.com](http://www.natsoft.com)

Many thanks to Colin Barrell and Kevin Elliott who came along for the day to support me. Colin was the lucky recipient of the track 'hot laps' in the 122 during the lunch break. You should have seen the smile on his face - it lasted for hours.

FoSC have a web page if you would like to find out more about upcoming events.

Kevin Allen

# Dixons Creek Run



Our August club run on Sunday the 18th was to Dixons Creek. The day was cool, overcast and best described as grey but luckily the threatening bad weather didn't eventuate. The drive took us to the north of Melbourne through Lilydale, Yarra Glen, Kinglake, St Andrews, Hurstbridge and after our last stop at Yan Yean reservoir Len led the final run home with cars peeling off

from the convoy along the way. Our group was Walter, Sandra and Gerard Gowans (760 GLE), Len Ward (144), Doug Miller (262), Peter Digby (S70), Allan and Meredith Abbott (S80). Also some welcome new faces Ivan and Eleanor Brown with friends Art and Christine (142).

A fine effort was made by Peter Collard (940) and Paul Bowman with son Andrew

(850R) who both did a 500km + round trip to attend. Peter came from Echuca and Paul from Gippsland. We were very well looked after at Dixons Creek cafe with fine food and one large table to accommodate everyone. Photos by Gerard Gowans.

Allan Abbott, VCCV Committee



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# Bay to Birdwood Classic 2013



Firstly I wanted to improve the performance of my 142 but left it a bit too late for John to do the work and sort out the bugs so I decided not to take it but instead I gave the latest addition to the family, a V70T6, a run.

Robert Bakker flew down again from Brisbane to keep Len Ward and I company on the trip over. It is good to have Robert's company for the trip.

Walter and Sandra Gowans left on Tuesday in the yellow ES to do a few things prior to the event on Sunday. I think John Grant and his mate Allan also left on Tuesday in the 122S.

Ian Hurst flew in from Perth to pick up the 1800S and do the next leg of his around Australia trip. His father accompanied him on this leg as Rhonda flew into Adelaide on Friday and back home on the following Tuesday. Mr Hurst senior caught the Ghan to Darwin on the Sunday. Ian & Rhonda drove in the BTB. Ian was then leaving on his last leg back home to Perth on the Tuesday going solo. The 1800S ran faultlessly around Australia which was a top effort.

Len Ward in the 1974 144DL and I in the V70 picked up Robert and left Friday morning.

Everyone arrived safely in Adelaide including me without the aid of the RACV or RAA!!!

Helen Judd had organised dinner for everyone on the Saturday night as part of the pre-rally functions. It was a good evening with fine company and equally fine food.

Everyone was up bright and not too early on the Sunday to rendezvous before driving into the start in the park. I was driving a 1969 142 courtesy of Ken Bayly as he just happened to have one spare so I could use my entry. Thank you very much Ken. The plan was to drive in convoy so we could be all together at the start but at the gate we were split up despite protests but not to worry as we were split up anyway on the run up the freeway and into Birdwood.

Around 1600 cars, bikes and trucks set off for the run from the Bay up to the Birdwood museum. It was a nice day and an easy drive [I thought so anyway] as this year's route was different and eliminated a lot of lights and bottle necks in the suburbs.

Once again the day was a great event with the entertainment, stalls, car museum and of course the variety of cars from 1956 to 1977 to look at. The Concourse finalists were of the usual high standard and I assume a difficult decision to pick a winner. Unfortunately John was not there this year in his 1800S to give them a run for their money!

I look forward to the 10th running of the Classic in 2015.

*Lance Phillips*





# Queenscliff Run



Our club run on September 15th was Queenscliff via Geelong. We met up on the Geelong Freeway, and from there headed to the Geelong Foreshore and a stop at the Botanical Gardens car park for a photo shoot. The view of the bay and down towards Eastern Beach was fantastic, and we had perfect weather all day. From there, we drove through Drysdale and Portarlington and proceeded to Queenscliff. The lunch stop was at a

busy pub, meaning we missed out on the Fort Queenscliff guided tour. Maybe next time! After lunch we browsed the shops and had an ice cream, then drove back via Point Lonsdale, Ocean Grove, Torquay (where some headed back to Melbourne). A few of us continued down to Anglesea for a coffee, then back via the Geelong Ring Road. Attendees on the day were Walter & Gerard Gowans (1800ES), Peter Digby (S70), Mark, Wendy & Laura Icton (S70), Peter &

Gudrun Hoffmann (S80), Lance Phillips & Len Ward (242GT), Allan & Meredith Abbott (S80) and me in the 1800ES. Unfortunately Doug Miller who helped plan the route didn't make it due to a stomach bug! For those who didn't come along, you missed a fantastic drive and day out. Thanks Gerard for the photos!

*Greg Sievert*

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# Volvo Club of Victoria Guidelines for the Club Permit Scheme



The revised Club Permit Scheme allowing unregistered Club vehicles to be driven on non-gazetted Club events has been running for a while now. The Log Book and 45 or 90 days allows more flexibility but is not intended to replace full Registration.

There are responsibilities and obligations to Vic Roads by the Volvo Club of Victoria as well as the Permit holder. The AOMC Handbook contains all the relevant information and Frequently Asked Questions. These books are available through the Club (not Vic Roads) at a cost of \$6.00 posted or can be purchased at a Club meeting from the Secretary. All cars on the CPS should have one in the glove box as a reference guide.

With this in mind the Committee of the Volvo Club of Victoria is incorporating some guidelines for the CPS.

## The Guidelines:

1. The Committee has the discretion to accept both new members and cars on the CPS.
2. A person wanting to put a car on the Club Permit Scheme [CPS] must first be a financial Club member and attend a meeting to have the paper work signed by one of the 4 authorised Committee members (Lance Phillips, Greg Sievert, John Johnson or Heino Nowatzky). The onus is on the club member to contact an authorised club signatory and make arrangements to have the documentation verified and signed (this includes verification that they are a financial club member).
3. The Volvo Club of Victoria complies with the inspection guidelines.

- Any member wishing to have their car on the club permit scheme must provide a RWC or
  - present their car to one of the club safety officers for a safety inspection
  - The club safety officers have the discretion (based on their professional decision) on providing a safety inspection certificate or requiring a RWC.
  - Vic Roads will accept either a Club Safety Certificate or RWC.
4. As in #2 annual renewals must also be presented at a meeting/event for signature and not mailed in.
  5. It is in the member's interest and responsibility to maintain his/her Club membership whilst having a vehicle on the CPS otherwise we are obligated to notify VicRoads that the vehicle is no longer covered by the scheme.
  6. Remember, it is the permit holder's responsibility to ensure his/her renewal has arrived from VicRoads as driving an unregistered vehicle attracts a hefty fine.
  7. Victorian CPS vehicles are not recognised in Western Australia so a separate W.A. unregistered permit is required if taking a vehicle into that state.

These simple guidelines will help the Club fulfil its obligations to VicRoads and ensure the members on the scheme are abiding by the spirit of the CPS as well as being a member of The Volvo Club of Victoria.

*Lance Phillips*  
President  
Volvo Club of Victoria



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#### Membership

Joining fee ..... \$5.00  
 Annual Membership ..... \$35.00  
*Download membership form from  
 Club website or email Secretary*

Life Members: Kevin & Margaret  
 Greenaway

118 Members

## President's Report

When it comes to cars, are you just moved, or do you want to be moved?

For me, it has always been the latter, ever since I was about 2 years old.....Which is why I am so passionate about my cars, and the movement of this organisation.

It also led me again on a merry trail to Melbourne and Adelaide in September, to once again partake of the Bay -to- Birdwood classic event.

This really is the biggest event of this kind I have seen, as this time 1650 cars gathered at the start at "The oval" (Barrett Reserve) near the Glenelg beach at Adelaide early on the morning of Sunday 29 September. There were all sorts of cars from lowly Morris Marina's right up to a convertible Rolls Royce, and everything in between.

A number of our classic 140 and 120/1800s took part in the run this time, with members from SA and Vic taking part.

I am indebted to Len Ward and Lance Phillips for transport (and good company) from Melbourne to Adelaide, as well as to Craig Rasmussen for his local hospitality.

This is what our club movement is all about – different people from different walks of life getting together, bound by the common thread of their love of Volvo cars. It matters not a jot whether you are young or old, rich or poor, thin or fat.

So, if you are someone who only reads the magazine, or has membership solely for the purposes of obtaining classic vehicle rego, you really are missing out on good company, good advice and good times.

I am looking forward to B-to-B 2015, as I believe Wardie might be driving his PV544 over. Wardie, I think you might need a hand.....

Our club AGM is upon us. Are you prepared to put up your hand and have some fun?

Merry Christmas everyone and a "driving" good New Year.

**Volvo for life J**

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



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## Did you know? *George Minassian*

### WIPER MOTORS 1800

There were **four** different types of wiper motor assemblies.

#### TYPE 1

This configuration was used in the early P1800 only, probably A coupes to around serial #6000.

Note the following distinctive features:

1. Mounts from two legs that extend below the motor.
2. Solid transmission arms.
3. Enclosed gears at arm ends for wiper post.
4. Three wires. Two speeds. Push-pull switch. This was probably very similar to 122's of the same vintage. The spacing of the wiper posts is the same on both the 1800 and 122. 16-3/4".



#### TYPE 2

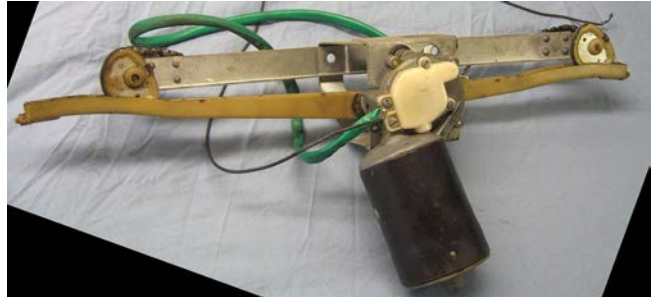
Used from 1964-68/69.

1. Simplified mounting.
2. Steel U channel type contoured arms.
3. Steel pulleys.
4. Rather ingenious asymmetrical pulley with wiper post attached, and steel cable to connect the pulleys to the arms.
5. Three wires. Two speeds. Push-pull switch.

#### TYPE 3

Used from 1970-72. Similar to Type 2 (and will interchange), however:

1. Plastic arms.



2. Plastic rimmed pulleys.

3. Three wires. 2 speeds. Push-pull switch.

#### TYPE 4

1973 only. Transmission identical to Type 3, however FOUR wires to the rocker switch used in 1973. You can substitute type 2 or 3 but will only get one speed, unless you use the push-pull switch to replace the rocker switch.



*Ever wondered what this is in your early 1800?*

On early 1800 cars the tach sender unit can be found behind the front grille

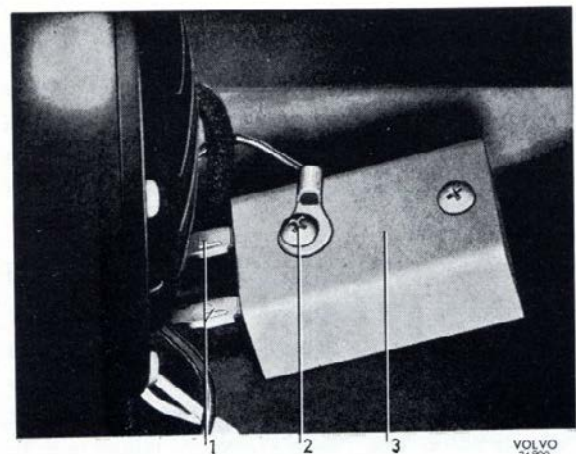


Fig. 16. Pickup for revolution counter (early production.)

1. Terminals
2. Earth lead
3. Pickup



## The Volvo 1800/120 Club Rosewood Run

By Christopher Irons

Nine Volvos with a combined age of nearly 400 years started out on the 160 Km (100 miles) run from Rosewood to Gatton via the pub at Cambooya on a super sunny Sunday in August. We had been given GPS printed directions in both metric and imperial distances for a route that had been thoroughly researched by Club Events Director Richard Brabazon assisted by Vice President Jeff Turner. The fine weather, satisfying cars and spectacular route made for what one longtime family member said at afternoon tea was the 'the best club day out ever.'



That is not to say that many of us wondered whether we were coming or going at some point during the run. The road names given on the directions were sometimes difficult to spot on the ground if they were there at all. Keeping nine cars with different performance characteristics together on the more challenging after-lunch leg proved impossible. Even so, local knowledge and members with on-board GPS instruments ensured that most of us arrived on time at the end point of the run in Gatton.

My car was the last to arrive. That may have been because blue 1800s do go more slowly than red ones, as Richard Brabazon suggested when I asked him if the large number of red ones showed they lasted longer. It may have been because my navigator, Peter Zappert (a round the world catamaran sailor), had left his sextant behind. Or it may have been that the fun involved in finding our way across unfamiliar but beautiful country on a warm sunny day in August appealed more than returning to suburban Brisbane. Whatever the reasons, the Rosewood Run was a success by any measure and a vote of thanks is due to the organizers.



## Our run to Woodenbong Pub for Lunch



Richard Brabazon certainly organised a wonderful run from Beaudesert (Qld) to Woodenbong (NSW) on Sunday 15th September. From home (Tweed Heads) to the Information & Arts Centre, where we all met and enjoyed morning tea together was about 1¼ hours. We then drove to Woodenbong Pub for lunch, firstly stopping off at the Lyons Road Look-out (NSW) to view the heritage-listed Spiral Loop Railway Line.





### Volvo 1800-120 Club Australia Inc.



Back in our cars for the 70km drive to our lunch destination, we rumbled over many low wooden bridges (you know the ones, made out of railway sleepers!) Well it was on the final one that poor Dave & Deb Korasz's 1800 had had enough and broke down, the fan had gone into the radiator. NO, neither Peer nor George had a radiator on board! Thank heavens that they had RACQ roadside assist, but now the 'dilemma', does the tow truck come from Queensland or NSW. Peer managed to get Dave going, just to drive a kilometre up the road to park under the shade of a tree and wait. They finally sent a table top truck from Lismore (NSW) some 5 hours later.

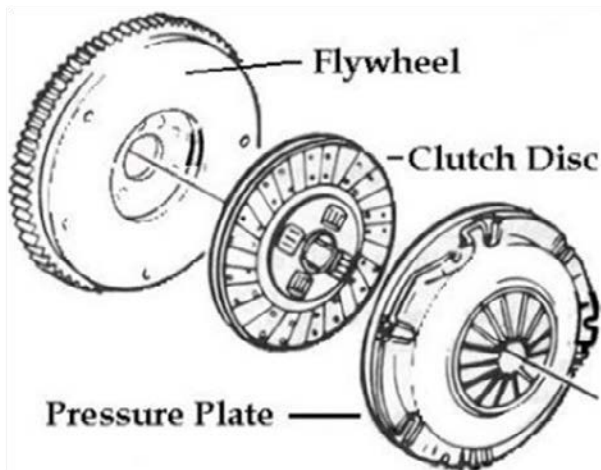
It didn't take very long after lunch before Tina & Robert realised that their drive home would take about 3½ hours, we all soon followed! In total there were 9 couples, we had the pleasure of meeting fellow Volvo enthusiasts in their T5R, Anthony & Meg Hyde, up here on holidays from Canberra, hope that you enjoyed the run!



## ROBERT'S REPAIR RAMBLINGS

Now that I have you in my clutches, I might pass on some information about...clutches (yes, yes, I will stick to my day job.....)

As you might be able to make out from the diagram, a basic clutch in our cars consists of a Pressure Plate, a friction plate, and a release bearing and mechanism.



There are basically 2 different release mechanisms employed by our cars, i.e. hydraulic or cable.

Each system has its advantages and disadvantages.

For information about hydraulics, please see my previous column on brakes, and apply all the comments about hydraulics. A hydraulic clutch will need periodic bleeding, because the fluid will attract water, and without use, the components will go off and you will have no clutch. Also, the hydraulic system works by the fluid *pushing* a piston onto the release lever to work the clutch.

The cable system works the opposite way, as the cable *pulls* the release lever so the clutch is worked. Further, a cable system needs to be adjusted periodically

to take up wear in the friction disc, whereas the hydraulic system does not (though you do adjust it).

Anyway, in either case the plate will eventually wear out, so when you actuate the clutch, there will be no movement and so your clutch will effectively stay "engaged", or alternatively this thinness will lead to slippage. My experience with Volvo clutches though, is the former.

In some cases, the clutch will judder when you engage it, which is also not right. It's either worn out or oil soaked. In such a case, it is very wise to investigate the source of the oil when you pull everything down to replace the clutch. Often, it will be oil from the rear main seal that has contaminated the friction plate. Is your breather blocked, or is the seal just bad, or both?

Basically the clutch works the same way whether we are talking PV544 or C30, although I am aware that modern cars have this "fluid flywheel" or something which is supposed to soften the engagement of the clutch for all you "modern" drivers out there.

Given the trend now toward new drivetrain technology, I have to wonder whether the days of the old clutch and manual transmission are drawing to an end. Time will tell.....





<u>VEHICLE :</u>	<b>1800S (1963)</b>
<u>OWNER:</u>	<b>TINA BAKKER</b> (so she thinks)
<u>CHASSIS :</u>	<b>7996</b>
<u>ENGINE TYPE:</u>	<b>B18</b>
<u>TYPE:</u>	<b>18335 HB</b>
<u>COLOUR :</u>	<b>019 (BLACK)</b>
<u>UPHOLSTERY:</u>	<b>305 (Red Vinyl)</b>



Here was a find too good to pass up – “Ebony” as she is now known.

Ebony lived in a storage shed in Newcastle for some 13 years before one day in May, with my gratitude to Jeff Turner, we travelled down with trailer in tow and brought her home.

You see, Ebony was a car with a completely empty engine bay – no engine, no brakes, no nothing. However, she was a real beauty – Factory Black Paint, Webster fold-back sun-roof, wire wheels, Hat Shelf (!), and all in really good condition.



She was a challenge I was up to, (unlike some other women who have been in my life) as most of what she needed was gathering dust in my shed anyway, waiting to be put to good use.

Ebony did come with her original engine block, and a gearbox and lots of bits.

After some time working out what goes where, I started assembly of the engine, using parts from another B18 (which turns out is also from an 1800!).

This was married up to the gearbox and then dropped into the engine bay. There was a brand new “C” cam and new lifters, new rad, new clutch and lots of other stuff.



This was quite a lot of fun, as if you have ever put an engine and gearbox into an 1800, you would know that you virtually have to make the engine vertical before you squeeze it in!

At the time of writing, Ebony is awaiting finishing touches to O/D wiring, windscreen washers and a few minor details.

However, once on the road, she promises to be a real head-turner, so stay tuned!!



# New Book - Now Available

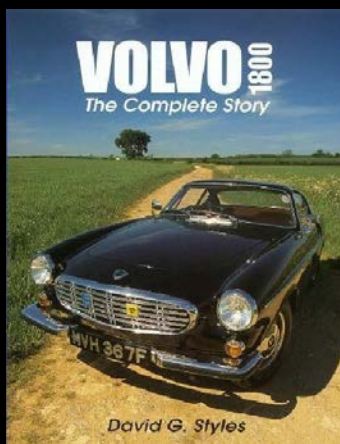
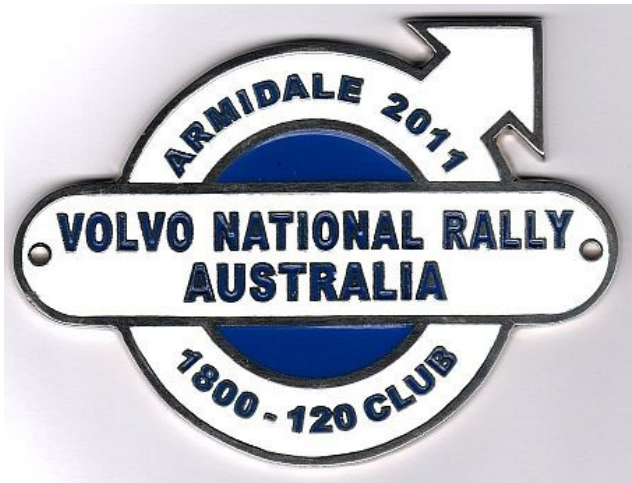
## Volvo P1800

from idea to prototype  
and production

By: Kenneth Collander and  
Mats Eriksson

Book on its own \$65.00  
Book with one badge \$95.00  
Book with both badges \$125.00  
Includes delivery

Volvo 1800-120 Club Inc.  
Contact club secretary



Volvo 1800 - The complete Story  
By David Styles

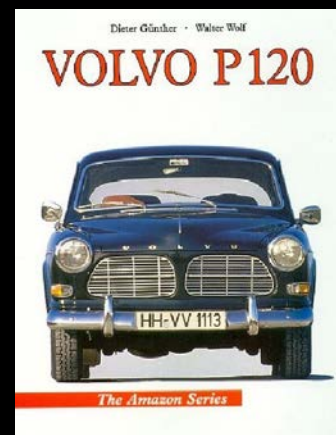
Volvo 1800-120 Club Aust Inc.  
Books for Sale

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

Or

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

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



Volvo P120 - The Amazon Se-  
ries  
By Dieter Gunther



## Volvo 1800-120 Club Membership Application Form

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

### **Car Details:**

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

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

**I enclose \$40 for membership for the financial Year 2013/14**

**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 2013

### **S.E. QUEENSLAND**

#### **November:**

##### **Sunday 24<sup>th</sup> - Run to Sunshine Coast Hinterland**

Meet at the BP Service Station (left hand side, heading north) 249 Morayfield Road, Morayfield @ 9.30am for 10am departure.

We will drive to Woodford (CJs Pastries/Bakery, 100 Archer Street, Woodford) for morning tea, then on to Mary Cairncross Park, 148 Mountain View Road, Maleny for lunch at the Cafe/kiosk

Please let us know if you're attending this club run, as we need to warn the kiosk.

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

#### **December:**

##### **Sunday 8<sup>th</sup> CHRISTMAS LUNCH 12.30pm**

Grand View Hotel Cleveland 49 North Street, Cleveland Point. It's a busy time of year so the Hotel needs to know numbers early.

RSVP to Richard Brabazon by **20th November** for this one please, [richard@taspos.com.au](mailto:richard@taspos.com.au)

### **NEW SOUTH WALES CLASSIC CAR SHOWS**

#### **November: Saturday 16<sup>th</sup> – Sunday 17<sup>th</sup>**

##### **Classic Car & Rock n roll weekend**

Beach Fest Cronulla

Dunningham Park

North Cronulla Beach

For Vehicle Registration visit: [www.beachfestcronulla.com](http://www.beachfestcronulla.com)



# Volvo Club of South Australia



## Volvo Car Club Of South Australia

(Incorporating Western Australia)

P.O. Box 218

Torrensville Plaza, Sa 5031

### President

David Bennett

0418 894 380 or 08 8556 5157 (Day)

### Vice President

Helen Judd

0400 246 305 or 08 8341 8908 (Day)

### Treasurer

Colin Ireland

08 8248 5081

### Secretary

Craig Rasmussen

0428 529 372

### Minute Secretary

Graham Cadd

08 8387 5065

### Club Captain

Ken Bayly

08 8293 2784

### Events Committee:

Tricia Judd Ireland 08 8248 5081

Joan and John Peace 08 8294 3183

Alexander Davis 0414 423 505

David 08 8556 5157

Chris (Work) 08 8265 5388

### Correspondence

All correspondence to:

Volvo Car Club Of South Australia Inc

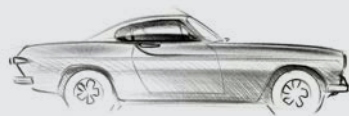
P.O. Box 218

Torrensville Plaza, Sa 5031

Please note that all SA Club related magazine submissions should be sent to:

Craig Rasmussen

craig.s.rasmussen@team.telstra.com



## South Australian Bay to Birdwood Weekend - September 2013.

On Saturday evening a dinner with interstate visitors was held at the Lakes Resort Hotel, West Lakes.

This was a good opportunity to catch up with visitors during an enjoyable dinner for around thirty five people. It was not a late finish due to an early start on Sunday morning.

On Sunday, five cars set out early from the Secretary's home to meet with others at the West Beach Woolshed Centre carpark for photos and to try and enter the start area as a group of Volvos. The start area was at the Barratt Reserve, West Beach where breakfast and coffee was available before leaving on the run itself.

The thirty third Bay to Birdwood event was limited to "Classics" manufactured between 1st January 1956 to 31st December 1977. This event is the World's largest continually held event of its kind, celebrating this year vehicles and fashions from 1956 to 1977 with a James Bond theme, "stirred not shaken". The Official charity this year was the Flinders Medical Centre Foundation.

More than 1600 entrants were flagged off from Barratt Reserve after 8.30am travelling along Tapleys Hill Road, Anzac Highway (S.A. members John and Joan waved everyone on) Greenhill Road, S.E. Freeway (where some other makes

cooling systems lost their cool) through the Heysen Tunnels to Verdun, Balhannah, Oakbank, Woodside, Charleston, and Mt Torrens to arrive at the National Motor Museum in Shannon Street, Birdwood. Many thousands of people lined various sections of the route. Some setup chairs & tables, picnics and barbecues. Police were directing traffic at a few intersections along the 70Km route.

The National Motor Museum has Australia's biggest motoring collection of more than 300 vintage, veteran, post war classic and modern cars, commercial vehicles and motorcycles. Volvo is represented by a 1974 144GL Sedan and a 1965 P1800S.

At the Museum there was judging of the "Concours d'Elegance", prizes for the Fashions in the Field, entertainment for children and adults, regional food and wine. Live entertainment was provided by fringe artists "Live and Let Die", "Mack Brown" and "Disco Divas". And some background noise was provided by two helicopters doing scenic flights for \$30 a seat.

Our Volvos entered in the event included 122S, 142S, 144GL, 164, P1800, P1800ES. ABC evening news coverage included Walter and Sandra's Yellow P1800ES and Chris's white 122s.

A great day for motoring enthusiasts, thank you to our interstate visitors and all involved.

*Ron Badcock*

## November

8

No Meeting

9

Christmas Pageant

## December

### Christmas Lunch

Stockwell Country Pub

10.30am Meet Whitehorse Inn, Port Wakefield Road or meet at Stockwell Country Pub at 12 noon. The Stockwell Pub is cooking a special Christmas menu just for the Volvo Club to be served in buffet style. Eat as much as you like from anything on the menu.

Cost is \$25pp --- kids under 10 = \$10 --- kids under 5 free.

Please advise if you will be attending the Christmas Lunch by Sunday 24 November so that we can finalise the booking.





## 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*





# Volvo Car Club of NSW Inc.

## President's Patter



Greetings fellow Volvophiles -

As we seem to be plunging headlong into the end of the year, perhaps we need to occasionally step back and see what we have accomplished once the trail of dust settles behind us.

I seem to be repeating myself somewhat but I know how all our members who attend our monthly meeting spoke in praise of the last edition of Rolling. How good is it to see everything in colour – and knowing it is going to continue.

I hope this motivates more members to contribute to the magazine.

It needs to be said that things like this do not happen by accident. It requires that often inconspicuous 'someone' who makes it happen – or perhaps in this case those 'someones'.

Once again on behalf of the NSW Club our heartiest congratulations on the fantastic effort you guys in Victoria make on the magazine – Thank You from all of us.

In recent months I have been feeling an upwelling of real camaraderie in our club and I lay it squarely at the feet of our sort of – so called – younger members. In particular our new treasurer Mike – and we all know how big the shoes were he had to fill --- and Brendan our Web thingy whatever. Plus these guys are whiz kids when it comes to technical knowledge of the 240s and later cars. I even think Mike gave Stu and Pat Allsopp's S60 a quick diagnosis in the carpark at the last meeting. Also Mike, with I understand some assistance from Brendan, organized the Great Bathurst Run, which I believe was one of the best events we have had this year. – Even Graham (and Kerrie) brought THE RED 122S out for a run – yes he did – on a dirty, dusty, road, knowing it might get wet or even cold – He was very brave.

So as we propel ourselves into the end of the year please continue to support your club in whatever way possible – and of course Dani and Syd – I didn't forget your contribution to the Great Bathurst Run – the venue for dinner was sensational – full of ambience – food was great, wine was great and Graham's joke telling – sensational.

We had a great laugh, a good time, drove our classic cars in a manner they ought be driven, all the while in the company of like-minded friends. "It doesn't get any better than this."

Thanks

**Ted Warner**

## Committee 2013



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

## Monthly General Meetings

**New meeting venue.**

**Greyhound Social Club**

**140 Rookwood Road, Yagoona**

6pm for a social dinner, and

8pm meeting start.

Call Jules on 0409 161 357 if you  
get lost or are uncertain of  
where we will be.



# NSW Club Social Calendar



**2013**

## Saturday 14th December: Christmas Party. It's On.....

6:30 arrival for 7pm dinner. You can come earlier if you like. After all, we need time to play catch-up before dinner. I'll be there from 6pm.



We have a buffet dinner this year, so you get more of a choice. There will be a bottle of 'Champers' on each table. And it'll be 'buy your own' from there. Because it's a licensed club, BYO is not allowed. Plus we will have some door prizes and a raffle or two, so don't forget to bring your wallet. The club is subsidising the dinner again this year. Check the website for more details. [www.volvocarclubnsw.com](http://www.volvocarclubnsw.com)

It's Kris Kringle as usual so don't forget to bring your "presies". You know the drill....no more than \$10 and if you're a girl, you buy for a girl and if you're a boy, you buy for a boy. Gag presents are quite acceptable.

**See you there.....Jules**

**2014**

We will be setting the 2014 calendar before Christmas, hopefully, so first point of reference for next year will be the website. Hopefully, we can have it pretty much done in time to give you a run down at the Christmas Party. If you have any suggestions, please don't hesitate to give us a call.

**2015**

## National Rally 2015 14 & 15th August 2015

**(This date may change depending on availability for the Shannons Sydney Classic at Sydney Motorsport Park).**

Make sure you put this event in your diary NOW!. The NSW Club will be running a national rally in August in conjunction with the Shannons Sydney Classic. It will be a huge weekend. We are inviting guests from overseas and Australia, and yes, Irv Gordon is set to come along again. He had such a great time when we brought him out from the US for the P1800 50th that is keen to come back again for the 2015 Rally. Gerry Lister is heavily involved in the planning and to date we have talked about some great stuff for the Saturday to keep our "other club" and overseas visitors entertained. As more information comes to hand we'll let you know all about it so keep an eye on the website.

**Jules**

## Model Gurus

The following contacts have volunteered to provide club members assistance and advice regarding all Volvo models.

1800 Series	Ralph Diaz	02 4296 4951	<a href="mailto:dolly_d@tpg.com.au">dolly_d@tpg.com.au</a>
	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
122 series	Ted Warner	9521 8204	<a href="mailto:tw@firstneon.com.au">tw@firstneon.com.au</a>
	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
140 Series	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
160 Series	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
240 & 260 Series	Savvas Koutrouzas	02 9310 414	
740 Series	Savvas Koutrouzas	02 9310 414	
850 & 940 Series	Ralph Diaz	02 4296 4951	<a href="mailto:dolly_d@tpg.com.au">dolly_d@tpg.com.au</a>

# Shannons Sydney Classic – August

SYDNEY MOTOR SPORT PARK – AKA -Eastern Creek – as it will always be known as in the hearts of all petrol heads – The Shannons Eastern Creek Classic – now the SMSPSCCE --- work it out for yourselves - Was another sunny day.

If you have sons or daughters wishing to marry then if they are not inclined to 'petrol headedness' , you might suggest this day as one where there is a very good chance of a perfect sunny and fine day – although I do recall a sunny fine day many years ago when the cold wind nearly seized up our ball joints not to mention other items of anatomy.--- but it was still a fine day.

The event is getting a little cramped at the best of times – I think more and more petrol heads are finding out about the event and want to display their cars and space is at a premium. We had a fantastic roll up of cars from classic to modern all looking great – but had difficulty with spaces.

Mike and Brendan and of course Boyd (aka Sven) were there to help Terry with the set up of the whole event.

Kerrie and Dani supervised the arrangement of cars – as can be seen from the serious look on Dani's face – she did not seem too happy about having to bring the C70 convertible instead of another RED car !!



It was really good to see Torben Toft bring his GREEN P1800 and well received and magnificent coloured car . Colorful and not Red cars included Boyd's and Frank's banana coloured cars.

Gerry Lister brought a BEIGE P1800 so we hid it in the back row – however it garnered quite a lot of interest and I believe it sold shortly after the display.



Loris brought along his Grey0ish – very early model 122S – interestingly this is a 4 –door car HOWEVER amazingly the quarter glass portion of the rear window opens – never seen that before. I only took the front of his car – so this is a cropped bit of another photo to show you.



By the way – that is Ray Zavattaro eyeing off Brad Elliott's dark RED P1800 lightweight ( has bumpers removed) but Ray is seeing what he can remove for Graham Bennett's car –

Judith Arnold – in hat with RED P1800 next to Vic Andrews Mustard (?) P1800.

Nice hat Jude!!



It was a truly very pleasant day and even Anthony Matheson turned up in his very nice 122 Wagon – sadly not photographed . Stu and Pat were there in their beautifully prepared S60 – sadly not photographed – but for Nick Kimpton – he just enjoyed the day and read the paper – behind his very very nice 164 – WHITE variety.

I need to thank my lovely wife for driving our 122Sto the event as I was just out of hospital and not permitted to drive, and also thanks to Syd Neale who drove our car in the presentation lap – because Jan had other better things to do – whatever???



# The Great Bathurst Run

Well members – I think this needs to be an annual event – just sensational. I had forgotten how good it was to drive out along the Bells Line of Road and up through Kurrajong and through Mt Tomah.

We recalled the Morris Major boiling at the top of Kurrajong – mind you it was carrying an Esky full of food and grog as well as 2 passengers AND the canvas portion of a massive tent that had 2 main poles – it was a small version of a circus tent that we took to Bathurst Races – and about 15 or 16 or a few more or less persons would sleep in it. Great memories, great times and great characters.

The event was organized by Mike and Dani – with a little help from their friends – ( You know that sounds like a great song title – ??? Duh!..

We assembled somewhere near Windsor – just opposite the air base – it was a beautiful day –but a bit windy – more of that later.

Mike has a trusty 240 for the "Chuck Wagon" well he is "American Mike"

And his friend from Lithgow – Adrian had his very nice and well-performing 240GL- it was RED – in fact looking at the photo there was a "plethora" of red cars (**with apologies to 'the Three Amigos' movie**) – as well as a similar plethora of 240s. One of this plethora of 240s in Kevin and Hettie's lovely WHITE 240 – nose just poking out – and they brought along beautiful daughter Alison – who ate most of the chocolates – but more of that later.

I can't see it in this photo but there was a lone P1800 – yes RED of course of Jim and Joanne Drinas – so after a terrible coffee in a very pleasant location – off we went.



You know what this club needs – A DECENT PHOTOGRAPHER – but your photos are fantastic Jan and Mike – but I know Frank took a few.

There was a pesky Lancer thing that forced its way into the convoy – I would need photoshop to remove it .



Approaching a warning sign to slow down and not a stop light to be seen -

Artistic shot of THE RED 122S – beautiful car glowing in the sunshine.



Lunchstop – nearly blown away at Lithgow – great sandwiches had by all courtesy of Mike and Adrian – including a bit of sand to add reality to the situation. We all lay in the lee of a hill – sounds like poetry don't it.



Chocolates for afters – a HUGE bag until it got to a few of the gentle folk who were there. Unfortunately Jim and Joanne and Frank left us here so the rest set out for Oberon. Where did the chocolates go?

The 'Chuck Wagon' open for lunch.

# The Great Bathurst Run

Oberon – well the coffee was a bit better – but Oberon is Oberon – the wind up to here was fierce.

But we made it and as the shadows lengthened we set off for a lovely late afternoon cruise into Bathurst – across the granite plains -. Just a bit of local Geology – actually more correctly an adamellite – as granite is a collective term – just so you know.

The 'Chuck Wagon' and the Hot RED 240 were setting a cracking pace but as positions changed in the 'cruise' into The City of the Holy Grail – strange smoky – steamy, stuff was emanating from the rear of the "Chuck Wagon" .

Then on a lonely stretch of shoulderless road it was forced to withdraw – the smoky steamy stuff was in fact due to large amounts of coolant pi\*\*ing out from behind the water pump onto the exhaust.

NO worries – just filled her up with the ice water from the giant box of ice in the back – disembowel the thermostat and leave the expansion tank cap undone and off to Bathurst we went.- albeit at a very much reduced pace.

Now you need to know in all the excitement no – one took one photo !!! See what I mean.

What you may not know is Mike is a Master Volvo Mechanic as well as being an IT thing person for "What Bank" and a treasurer of sorts –

So we drove into the 'Supercheap' in Bathurst got the appropriate gasket paper and some sticky stuff . We left Adrian and Mike who said "we'll be done in less than an hour". We went off to our motel and about an hour later in walked Mike and Adrian – job done and the 'Chuck Wagon' was back up and running.

After a bit of a wash up we all went off to this old building – a very popular pizza restaurant for a very pleasant dinner.

Thanks to Dani and Syd for the great location and Mike for all the effort he put into the planning.

This definitely has to be an annual event.

Sunday saw us take a run around "THE TRACK". I could have taken the RX7 if I wanted to.

Ted's Tip – make sure you get into this event next year.







## News & Views

Okay....."what's this News & Views, you say?". This, fellow members, is a new 'spot' I'm starting. I think it's time you all had a place where you can have your say about just about anything at all. Sort of like a 'Letters to the Editor' type column, but less serious. It doesn't have to be about the club or our events. Have a chat about what's going on in your world....let us know about any hatches, matches or despatches. Send in your pics to go along with it. Absolutely anything at all, but keep it clean and impersonal please guys. We don't want to upset any one. We just want to have a say about things that interest us. Editorial discretion will be implemented if necessary.

For example, you could tell us all how you got around the missus to let you spend the housekeeping on a new carbie, or the sleepless night you spent waiting for your grandkids to make their way into the world, or the dodo who put diesel in his car, by mistake, on a club run.....you know who you are, but no naming names. I think you get the gist of it now. So get cracking and get your "News & Views" to me. It will be interesting to see where it goes.

**Jules**

### Stop Press - The Meeting

**The Ice Box is dead !!!!** No longer do we have to put up with freezing our butts off in winter or gathering around the (free) coffee machine at the end of a 1/2- hour meeting (that's all we could tolerate in the *Ice Box*), to warm up before the journey home. Along with some other renovations, it's in the process of being turned into a Kid's Play Area instead of an Adult's Play Area.

We have secured rooms at the Greyhound Social Club in Yagoona. And no, we don't need to dodge the doggy poo. The new place is a veritable palace compared to our old. Luxury compared to where we were. Warm, dry spacious meeting room. A dining room with Chinese and Aussie meals; ample parking. No need to compete with Wednesday night footy practice crowds, or the muddy car park when it rains any more. And.....our numbers at meetings are increasing. No doubt because we no longer need to dress for the Antarctic !!

Our thanks go to Stuart Allsopp, who, because of his racing background, knew of the club and took the time to go and check it out for us, and negotiate with the management. Ted & Jan also checked out the Campsie RSL, because of its close proximity to the "Ice Box", but it fell a little short of the "Puppies" Club facilities so, here we are. High and dry AND in the future we will be warm for a change. Heaven !!!

**Jules**

### Important Notice - AGM Reminder

On a more formal note, as Secretary, I need to advise you that our Annual General Meeting, including election of Officers, will take place at 8pm on Wednesday 4th December at the Greyhound Social Club, 140 Rookwood Road, Yagoona.

Nominations will close on Friday 29th November, so please fill out and email the Nomination Form or Proxy Form that I emailed in to everyone October. If you want a vote, but can't attend please use the attached proxy form. If you can't find the forms, let me know and I'll email them again.

**Thank you, Jules**

### Important Notice - Emails

If for some reason, you have an email address and you aren't receiving emails from us please, firstly, let me know and secondly, because I usually send out broadcast emails to all members, which is a list of approximately 80 people, it could be that your computer is treating it as SPAM or junk mail. What you need to do is check your "junk mail folder" and if you find one in there you need to:

1. **Right click** on the message in the junk mail folder.
2. Click on **Junk-email**
3. Then click on **Add Sender to safe senders list**.

Provided your email address is current, this should fix the problem.

**Jules**

## Uncle Ted's Tips – or “The Squeak”

“Out Damned Squeak” – with all due respect to that famous Shakespearian line – “Out damned spot” from Macbeth.

Warning – there may be bad language used so please do not open this article in front of any person under the age of 25.

Well back to the B\$%%\$y squeak.

Some of the more polite members of our club will remember my pain upon their being told of the F!@#\$%g squeak in my beloved 1968 Volvo 122S.- dark green one – that is, not red.

As I recall the squeak goes back to the Clayton's show and shine last year.

It was just getting started. Starting off seemed to present the loudest rendition of what sounded like two edges of a broken piece of metal rubbing together – *eeeeek, eeeek eeeek* it went then softened into an every now and then *eeek, eeek*.

Then if one drove over a bump – there it was – a short sharp *ek, ek*.

Well it was at this year's Show and Shine – what a beautiful day that was – sullied only by the fact that I did not prepare my car at all – ran out of time and that

f!@#\$%^g squeak and made me so angry. Well red cars predominated and lucky for them I had run out of time to prepare my car.

The real friends and supporters in the club at least listened to my tale of woe – and Boyd aka SVEN even listened to it and revealed that I could put the car up on his hoist in his shed and take a look under it – well tighten my wheel nuts – Sven has a hoist!!!! In his shed!!!! – My affection for both Boyd and his lovely wife Karen grew enormously at that moment – we even got an invite to a barbecue at their place to view the device as well as the other 7 acres his backyard shed occupies.

Oh I forgot to tell you all that in the lead up to the Claytons show and shine I did get a can of throttle body cleaner and sprayed away under the bonnet particularly around the carbies and other places where grime builds up- now I have made mistakes doing this before – and I fessed up to it when the choke mechanism jammed and the car used half a tank of petrol to run about 100ks.

I had forgotten to oil the shafts- yes I had lubricated the throttle connections and spindles but who would have thought of the choke lever and shaft.

Well back to the recent squeak, I cleaned up all around the carbies and linkages and spindles then applied a few drops of oil to the same linkages and spindles using the machine oil from one of those little cans. Beautiful job. I certainly wasn't going to make the same mistake twice!!

Fast forward to the preparations for Corowa – and remembering that I had to do all the major prep before going to Targa Tassie I thought I should go to the great Volvo Wizard of the North – yes – himself Gerry Lister. – WAS DESPERATE!

I had gone to Gerry's so he could make judgements on the tune of my carbies as we often debate KD versus KC needles. Anyway the topic of the squeak came up.

Now unbeknown to me Gerry, due to his extensive association with Volvos remembered customer's complaints about an unusual squeak in their cars –

Turning up the volume on the radio usually fixed the problem but not the source.

Now back to Gerry's driveway- open the bonnet – start the car with the master laying his hand on the squeak ridden patient – he also had the dipstick in his other hand – but this actually turned out to be his magic wand!! Suck eggs Harry Potter. With a short jab he deposited one drop of magic fluid onto - the nylon bush in the bracket on the firewall through which the back end of the throttle spindle passes and obviously jiggers around a bit when starting the engine and when bouncing over bumps. –this single innocuous article – this minor part in the great scheme of things, had dried out – due no doubt to the liberal and enthusiastic application of throttle body cleaner and had not been lubricated.

The dip stick magic wand touched the offending item once and then twice and blow my Welch plugs ---NO MORE SQUEAK – how f@#\$%^g good was that. I couldn't wait to tell Boyd and Karen – well it would have taken a week's notice to get the car on the hoist because of the amount of garbage in the way.

Who would have thought a person so endowed with skills and intelligence

could have made, what is in essence the same mistake – AGAIN – well it just shows to go how wrong one can be.

Thanks Gerry for your help – **Ted**

## Revolutionary or Evolutionary ??





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

Hi All,

When you get this issue we will be coming up for our AGM. So be there to have your say on who runs our club, and how.

On a lighter note, we have had a pretty good year all up with some great events. Dani Neale and Jan Warner have taken over the reins of the Social side of things, for which I am very grateful. Stuart Allsopp has chipped in as well. It's good to have Stuart's clear head and precise organising skills back on board.

**Talk to you later..... Jules**



**Sunburn Remedy.....** A old guy fell asleep on Bondi Beach for several hours and got a horrible sunburn to his upper legs.

He went to the hospital, and was promptly admitted after being diagnosed with second-degree burns.

With his skin already starting to blister, and the severe pain he was in, the doctor prescribed continuous intravenous feeding with saline, electrolytes, a sedative, and a Viagra pill every four hours.

The nurse, who was rather astounded, asked, 'What good will Viagra do for him, Doctor??

The doctor replied, 'It won't do anything for his condition, but it'll keep the sheets off his legs.'

### Pure Corn !!

#### Old Butch .....

Fred was in the fertilized egg business. He had several hundred young 'pullets,' and ten roosters to fertilize the eggs.

He kept records, and any rooster not performing went into the soup pot and was replaced.

This took a lot of time, so he bought some tiny bells and attached them to his roosters.

Each bell had a different tone, so he could tell from a distance, which rooster was performing.

Now, he could sit on the porch and fill out an efficiency report by just listening to the bells

Fred's favourite rooster, Old Butch, was a very fine specimen, but this morning he noticed Old Butch's bell hadn't rung at all!

When he went to investigate, he saw the other roosters were busy chasing pullets, bells-a-ringing, but the pullets, hearing the roosters coming, would run for cover.

To Fred's amazement, Old Butch had his bell in his beak, so it couldn't ring.

He'd sneak up on a pullet, do his job and walk on to the next one.

Fred was so proud of old butch, he entered him in the BRISBANE City Show and he became an overnight sensation among the judges.

The result was the judges not only awarded old butch the "NO BELL PIECE PRIZE," but they also awarded him the "PULLET SURPRISE" as well !!

### Bishop Hans Grapje - a life of service.

*When we were looking for a new Pope recently, it should be revealed that a particularly qualified and distinguished man was not be selected, though some (not all) insiders at the Vatican say he was an ideal contender. Here's his story...*

Bishop Hans Grapje was raised by Dutch immigrant parents. He attended a Catholic school in Boston. As a young man, he aspired to become a priest, but was drafted into the army during WWII. He spent two years flying aboard B17s as a co-pilot until, in 1943, his aircraft was shot down and he lost his left arm.

While a POW, Hans spent the remainder of the war as a chaplain, giving spiritual advice and last rights to dying soldiers, allied and enemy. He was renowned for his ecumenical tenderness and compassion. After the war, Grapje became a priest and served as a missionary throughout Africa. In spite of his handicap, he was noted for piloting his own bush plane into the deepest, most primitive villages to spread the church's message and charity to the impoverished.

In 1997, then Archbishop Grapje was serving at an outpost in Zimbabwe when an explosion in one of the country's vast silver mines caused a catastrophic cave-in. The Archbishop, in spite of his age and infirmity, went down into several of the shafts to administer last rights to those who would never escape. He was in one of these shafts when it partially caved in, trapping him and several rescuers. Although he was rescued three days later, he suffered several painful injuries, including one that cost him his right eye. Additionally, the silver content in the shaft's air supply had poisoned him, causing his skin to take an indigo hue - a condition known as purpura - that persists to this day.

Although the Cardinal has devoted, and indeed risked, his life in the service of God for nearly 70 years, as a scholar, a mentor, and the epitome of a holy man, church politics preclude his ascension to the Papacy.

Church leaders have made it clear they don't want a one-eyed, one armed, flying, purple, Papal leader.

### And one from the Bush Mechanic's Manual

A car breaks down on the hard shoulder of a motorway. The driver opens his boot and lets out two dirty old men in raincoats. The men stand at either end of the car and start flapping their coats open and closed, exposing themselves to the passing traffic.

A police car soon pulls up. 'What are those two doing?' says the policeman. 'Them?' replies the driver. 'They're my emergency flashers.'

### Why Teachers drink !!

Where was Hadrian's Wall built?

*Around Hadrian's garden*



# Classifieds: Cars and Parts

**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

**2000 PHASE 2 V40 MY2001 2.0L T4 SE** 5-speed manual silver wagon. \$5050. **MUST GO - OFFERS WELCOME** – near Brisbane. Six airbags, ABS disc brakes, cruise, A/C, electric windows, leather



seats and 2 raised ones for children. Extras include electric factory sunroof, Volvo tow-bar and a luggage cage. Interior & exterior in good condition; ding in rear right fender. Regularly serviced by GLT and registered 'til end March 2014. Selling after 8 years enjoyment to make room for an older classic Volvo. Call 0412661982 anytime for more information and photos or email lacima3sails@gmail.com

**122S PARTS** Original 122S radio that is going, and two re-upholstered front seats in red also from 122S. All in great



condition. Will except good and fair offer. Contact David on 03-5472-2005, 0419330389 or email david@carbonpeople.com.au.

**1986 740GL** Exceptional all round condition. Silver with red velour trim. 2 owners. 170,000 kms. Full service history. New Continental tyres. Alarm. Currently on club plates. \$3600 with RWC. Contact Steve 0411 818 799.

**1970 1800E** 1970 1800E, Safari Yellow, black upholstery, manual with O/D. Mileage 121,500. Well known prize-



winning car. Fitted with Simmonds wheels. Original delivery documents. Well documented maintenance. Original wheels and seats supplied. Contact Jeff (07)38901993, mob 0427-787-311. \$29500. Email randjt@dodo.com.au.

**B18 & B20 ENGINES & DIFFS** We have a number of engines and diffs for sale (too much to list in the magazine - see the club website [www.volvovic.org.au](http://www.volvovic.org.au) - and click on



Marketplace - for full details). Contact John Fleming in Blackburn, Melbourne

on (03) 9877-7754 or email [oldercarrepairs@bigpond.com](mailto:oldercarrepairs@bigpond.com)

## **MULTIPLE CAR COLLECTION FOR SALE!**

1) 1971 164E. 4spd manual, repainted metallic light blue, late 760 alloys, narrow bumper/flush door handle model. Very good appearance and condition, non standard interior (360 GLT front seats). \$1500.

2) 1974 144 deluxe. B20F/ auto, both recently rebuilt, very clean leather interior, tidy exterior, metallic bronze paint "gone off". \$1000.

3) 1970 142S. Complete car stripped to bare shell for repaint, good B20 rebuilt with unleaded head, long stick M40 trans, rally dash. Narrow bar/protruding doorhandle model. Included 1969 142, good B20/auto, rusty body. \$750 the lot.

4) VAUXHALL Type 10. Holden body not Vauxhall of England, unsure of year, 1940-1948. Body is off chassis and on "dolly" frame. Chassis and running gear cleaned and primed. 2 engines + transmissions. Body is complete with full original interior still installed. A rare car but we do not have the time to finish it. \$1000.

All cars and parts, except rusty 142, are and have been in continuous lock up shed storage. Call or email for further information and/or photographs.

David & Glenys Bennett. 0418-894-380. Email [glendavidauto@bigpond.com](mailto:glendavidauto@bigpond.com) (South Australia)

**1998 V40 T4** Manual, only 138k km! Metallic green with full leather. Volvo



BBS-style wheels, new front tyres, sunroof. Has all books and near up-to-date. Great driver's car - always run on premium 98 octane. Rego due but can work something out. \$6990 with RWC. Contact Mark 0403 814 545.

**2000 S40 1.8 SE** Manual, 215k km. Metallic blue with part cloth dark interior. Radio with CD stacker, alloy wheels. Had previous bonnet work done but badly painted. All books. Great cheap first car! Long rego and P-plater safe. Economical to run (8.5 L/100 approx). \$2950 with RWC. Contact Mark 0403 814 545.



**120 AMAZON. DAMAGED** Historic race car NB class (1964) with CAMS log book. B20 Engine is fresh and fully race prepared. (Only done 4 laps before grief came to pass.) Lots of money spent on top and bottom end (and everywhere else for that matter). Headwork includes new roller rockers, valves, ported and polished, twin 45 DCOE Webbers, high flow intakes, extractors, etc, etc, etc. Ideally I would like to sell as package including a spare body shell with panels required to rebuild the car. A lot of the hard work in terms of sorting the package has already been done so essentially it becomes an un-bolt and bolt-on proposition for someone who'd like to become, or already is, involved in rally or tarmac motor sport. I've had a lot of fun with this car over the years. The car was very competitive - won class in 2008 - and not raced since. Change of



priorities means it's time to let her go to a good home. Price is negotiable. Sensible offers considered. Phone Bill 03 9720 9055 or 0429 425 759

**120 AMAZON 2 DOOR ROLLING SHELL**

Very good condition. Only very minor rust. Would make great resto. Rationalising fleet so it's gotta go. Best reasonable offer. Phone Bill 03 9720 9055 or 0429 425 759.

**B20 ENGINE WITH TWIN SU CARBS AND GEARBOX** Very good condition. Still in car so you can see running. Price negotiable. Phone Bill 03 9720 9055 or 0429 425 759.

**120 AMAZON 2 DOOR** Dismantling – most parts available- panels, mechanicals



etc. at reasonable prices. Phone Bill 03 9720 9055 or 0429 425 759.

**1971 P1800E** Manual with O/D. Very original car, Red with Black Upholstery. Car has had only 3 owners and the current owner for the last 20 years. Genuine 120,000 miles. Car has new genuine Volvo Dashboard and the original Mag Alloy wheels & stainless trims in good condition and fitted with Michelin tyres. Original owners manual and log book, always fitted genuine Volvo parts drives like new however does require paint restoration. Reg AAL21Q. \$20,000 ONO. Phone Laurie 02 9958 5368, 0428 254 029 or email lgarrod@bigpond.net.au



**1968 P1800** Recent bare metal respray. No expense spared in restoration. Complete receipts. Lots of spares. Located



in Newcastle. \$34K. Phone Gregor 02 4959 5755 or email gregord@optusnet.com.au

**1982 VOLVO 244** Yellow with no modifications. Has been shedded for some years and is now non runner. Only two owners from new. Open to offers. I have two other 240 Volvo so this one has to go. Contact Robert Boan on 03 5668 2371 or 0407550866. Car located at Mirboo North in Gippsland, Victoria.



## END OF YEAR SALE!

All stock parts, merchandise, model cars on sale!!!

Lots of genuine Volvo parts

IPD sway bars

1 set left of IPD black Pegasus wheels for RWD

Sports exhaust kits

Heaps of Volvo related merchandise

Box full of model cars in all scales, too much to list...

Merchandise and model cars...make an offer and you may get it!!

Please email [mark@vptuning.com.au](mailto:mark@vptuning.com.au) or call Mark on 0403 814 545



# Classifieds: Cars and Parts

## NEW RADIATORS AT VP TUNING

New in our program are high quality alloy radiators for Volvo 850 X70 -'98, 940 X90, P2 S60, V70, R. Good improvement over the stock radiators with plastic side tanks



which can cracked over time. These are manual gearbox only so far but automatic version will be soon available. Call Mark on 0403 814545 for the latest pricing.

**R-SPORT STYLE EXTRACTORS** with precision laser cut flanges and CNC mandrel bent pipes. Assembled on an accurate jig, resulting in a first class fit every time! Will suit any 4cyl B18 or B20 powered Volvo. The extractors come with an extended 2 1/4-inch collector pipe with



a laser cut two bolt flange. We also supply an additional two bolt flange for fitting to your performance exhaust system. Price: \$450. Standard finish is a high temperature black paint. We also offer ceramic coating in a choice of colours at additional cost of \$250. Note: \$30 discount for club members! Please email us for postage costs: sales@whitewallsaustralia.com.au. For any further questions call Lachy on: 0417 554 190

## VOLVO GT REPRODUCTION BADGES

New production 142GT badges - very good quality (better-made than original). Comes with high-quality double-sided tape for vehicle fitting. Can be made for



anyone in the club who wants a set. See the website [www.inscribe.com.au](http://www.inscribe.com.au) and ring Chris Calleja 03 9465 7631 or email [chris@inscribe.com.au](mailto:chris@inscribe.com.au) for pricing/details.v

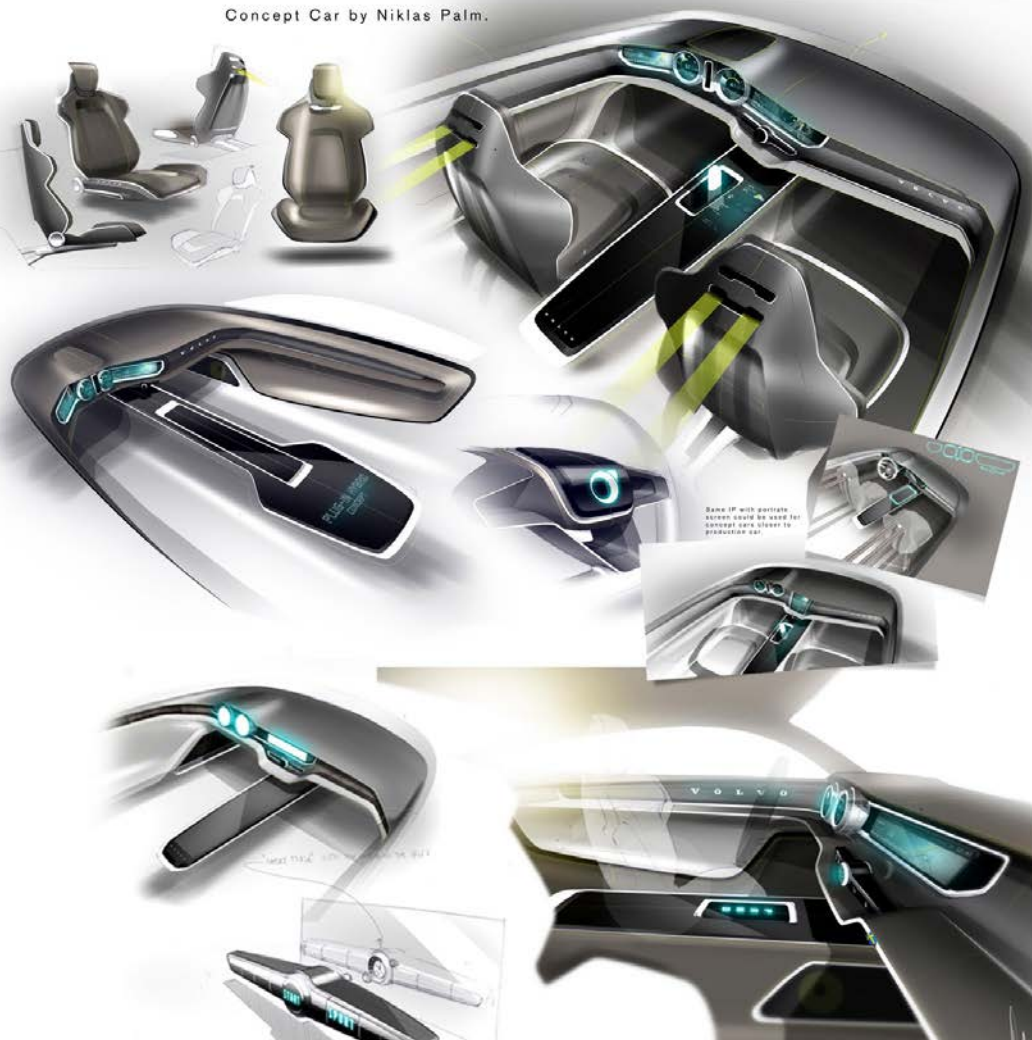
## ATLAS WHITEWALL INSERTS.



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)

Concept Car by Niklas Palm.





# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal



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

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

### 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 0401 713 595 (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

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