

ROLLING

AUSTRALIA

NO.214 MAY/JUNE 2014



VOLVO CLUBS MEMBER MAGAZINE

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ROLLING

Rolling Australia May/June 2014, Issue 214

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

Published and distributed by:

Volvo Club of Victoria Inc.
PO Box 3011, Moorabbin East, VIC 3189
www.volvovic.org.au

Marketing and Corporate Advertising

Please contact the Editor for standard advertising rates and other ideas.

Deadline for Submissions

Next deadline is 10 June 2014.

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Victorian Events Calendar

May

7 (Wed)

Night Meeting, 8pm

Guest Speaker: Presentation by Narva on correct globes to use and battery chargers.

South Camberwell Tennis Club,
332 Burke Rd, Glen Iris.
Enter from Bickleigh St.

18 (Sun)

Monthly Club Run - Cavalcade of Transport

Yarra Glen Racecourse, celebrating National Motoring Heritage Day. Entry is by gold coin donation. Volvo Club members can meet up at around 9:30 AM on King Street near the roundabout in Yarra Glen. At 10AM proceed as a group to the Racecourse and enter the display area so we can park together. No need to RSVP - just show up on the day and enjoy yourselves! Event website/details: www.aomc.asn.au/nmhd2014.htm

June

4 (Wed)

Night Meeting, 8pm

Guest Speaker: TBA
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

22 (Sun)

Monthly Club Run

Nothing yet organised - watch the website or enquire at the night meeting. Better yet, put your hand up to organise it (contact a committee member).

July

2 (Wed)

Night Meeting, 8pm

Guest Speaker: Penrite Oils
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

20 (Sun)

Monthly Club Run

Nothing yet organised - watch the website or enquire at the night meeting. Better yet, put your hand up to organise it (contact a committee member).

August

6 (Wed)

Annual General Meeting

Free pizza dinner from 7PM; AGM starts at 8PM. All officer and committee positions will be declared vacant, and new committee for 2014/15 will be elected. We're looking for new blood on the committee as always, so if you're interested, please contact Lance or another committee member ASAP so we can nominate you for a position. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St)

17 (Sun)

Monthly Club Run - Rob Roy Hillclimb as spectators

More details in next magazine or at the night meeting.

September

3 (Wed)

Night Meeting, 8pm

Guest Speaker: **Garry Rogers Motorsport Volvo V8 Supercars Racing Team.**
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.



20 (Sun)

Monthly Club Run - West Gippsland

More details in next magazine, the website or night meeting.

Oct

1 (Wed)

Night Meeting, 8pm

Guest Speaker: David Logan, mechanical engineer at Monash University Accident Research Centre.
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

24-26

Motorclassica

President's Prattle

It only seems like last week that Greg was asking for my last Report so the year appears to going fast or I am slowing down.

RACV Classic

Anyway, as I write this we had the RACV Classic yesterday with a good turnout of 44 cars with a good selection of models. Unfortunately no 242GTs, 262 or 140 models but there was a solitary 164E which "won" its class. Richard bought the car new in 1974 and although it has done 300,000 kms it has been kept in very good condition which resulted in it being chosen as Car of the Show by our guest judge, Robert Bakker, President of the 1800/120 Club. Robert enjoys our show and was on his 3rd visit down from Brisbane for the event.

Robert said the 164 had tough competition from a low km 240, 760 GLE and an 1800S in red as well as an S80

V8. Phillip's 122S had left before the final judging but it was still a Class winner.

I drove the Altitude Volvo S60 T6 R Design and with the race posters on the dash attracted quite a bit of attention.

I would like to thank all the members who displayed cars as well as the ones who couldn't display but made the effort to come and say hello – well done to all as it was a top effort.

Overall it was a great day, excellent weather and a magnificent display of cars of all makes and a credit to the AOMC and sponsors.

Updated Constitution:

Our revised Constitution was approved by the members during a vote at the March meeting. Doug Miller then presented the paper work in person to the Dept of

Consumer Affairs at which time he was congratulated by the Dept member for a top job. I also on behalf of the Committee and members congratulate Doug for his efforts as it was his first job as a new committee member. Sifting through Government bureaucracy is no easy job.

Guest Speakers:

We have guest speakers arranged for the night meetings and an interesting variety of Club Runs coming up. There is something for everybody to look forward to. With our membership rising in numbers I look forward to seeing more attending meetings and outings. It would be very disappointing if people are just using membership as cheap rego.

*Regards,
Lance Phillips*



242GT & 262C Register

As you read in the last issue people are still progressing on their projects which is good. One of our new junior members is looking at a 262 project which may mean the 242GT goes on the back burner for a while as two projects on the go is a big handful for anyone but time will tell.

Craig in Adelaide is still collecting "lost souls" and looking for storage to keep some. Although at the time of writing there was an issue with one bulk purchase of cars. By next report it will have been sorted one way or another.

Several cars have been sold on EBay but not all. There is a couple of cars on Car Sales with asking prices around \$17000. If these prices are achieved then 242GTs are climbing in value and being recognized as the classic they are. It remains to be seen.

My 242GT is running quite well at present although is not getting on the road as much as it should which is something I need to remedy. I get a bit lazy and jump into the V70 T6 instead of getting the GT out.

It was disappointing that no 242GT or 262C models were on display at the RACV Classic this year. As Register Captain I need to ensure that we have cars there next year to fill the gap. I was driving the new S60 T6 as the Volvo display car.

Also in this edition, see Clayton Wilson's 242GT updates on "Benny" and "Anni-Frid". Keep the stories coming in.

*Regards
Lance Phillips*

The Editor's Desk



In the lead-up to this year's club Display Day, I was reminded about how many of these annual events I've participated in by Mark Hoffmann, who was trying to identify some dates/locations in his Volvo photo collection. I had to dig out my old "back-up" drive (I say that in quotes because I rarely do back things up - shame on me!) to look through previous events photos to try and help Mark solve the mysteries. In the end, it all became too much with thousands of photos and over ten years of display days to sort through, so I just made a DVD for Mark with all the photos. What it did highlight was there are a number of members who still have the same cars they had over a decade ago, and they continue to improve and show the cars every year. That's great to see! It also reminded me of how different the cars on display can be from year to year. For example this year we had no 242GTs or 262Cs, and in previous years we've had 8-10 of those models. One thing is for sure - we're seeing a lot more newer cars each year!

With the display day over (see photos elsewhere in this edition), our next major

annual event is the Annual General Meeting. This will be held (as always) at our August night meeting, and as usual, we'll be looking for new people to join the committee. Please consider whether you can offer some time to help steer the club in the right direction. If you're willing to put your hand up, please contact Lance or one of the other Committee and let us know what you'd like to do or how you can help out. We'd really like to have somebody who's willing to help organise the club runs - basically to put their hand up as an events coordinator for the year. I've been the de facto contact for most of the club runs, but due to my schedule in the coming year, I probably won't be able to continue in that capacity. The long and short of it is if you want to go on club runs, you'll need to help organise them!

As you've probably seen in the press, the GRM-Volvo V8 Supercars team have had some great finishes on the track this year in their first year. It was awesome to watch the races during the Clipsal 500 weekend in Adelaide - see related story in the SA Club section of this edition. Needless to

say all of us watching were on the edge of our seats when the Volvo went from 3rd to 2nd place. Well done to the team, and hopefully this will add some much-needed publicity to the Volvo brand in Australia, and help sell some cars!

As mentioned, I'll be pretty busy this year with an Alaska/Canada/USA trip coming up soon, and preparations to move house later in the year. By this time next year, I hope to be "semi-retired" and able to spend more time on car projects, but before then, it will be a hard slog getting one house ready to sell and another ready to move into (including building a shed). Once we get settled, we hope to have a club BBQ at the new house, which is located near Daylesford - plenty to do and see in the area. So, if I don't see you at an event or meeting, it's not because I'm avoiding the club. Stay in touch via email!

Regards,

Greg



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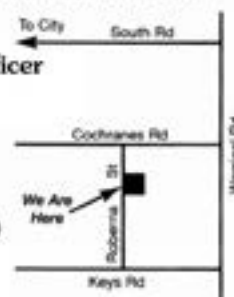


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Club Noticeboard

Your membership and the Victorian Club Permit Scheme

For those club members who have classic cars on Club Permit plates in Victoria, it is **MANDATORY** that your membership is paid up.

The committee has developed a set of guidelines and expectations for those members who have cars on the permit scheme. Refer to Page 17 of the November/December 2013 Rolling Australia magazine, or the club's website, or contact Greg to have them sent

to you. The expectation is that members will bring their VicRoads Club Permit renewal forms to a night meeting or club event for signature instead of just posting to the club for signature. The following Committee members can sign VicRoads Club Permit renewal forms: Lance Phillips, John Johnson, Heino Nowatzky & Greg Sievert.

March Guest Speaker Thanks

In March, we had the pleasure of hearing chiropractor Kieran Whelan discuss how to properly sit and set up your seat in your car. This is important to avoid back, neck and

shoulder pain. Kieran gave an entertaining talk, and even got the members involved in doing some stretching exercises! On top of that, he's a mad Volvo fan. Thank you Kieran!



S60L Petrol Plug-in Hybrid

The S60L PPHEV (Petrol Plug-in Hybrid Electric Vehicle) Concept Car features the same electrification technology as the Volvo V60 Plug-in Hybrid, the world's first diesel plug-in hybrid.

In the S60L, however, the diesel engine of the V60 has been replaced with a new, two-litre, four-cylinder petrol turbo from Volvo Cars' new Drive-E engine family. It boasts 238 hp and 350 Nm of torque. Other key

components in the super-efficient powertrain is a crankshaft-driven ISG (Integrated Starter Generator) between the engine and the 8-speed automatic gearbox and a 68 hp electric motor powered by a 11.2 kWh lithium-ion battery pack installed under the floor of the load compartment.

The S60L will be launched in China early 2015 and will be produced at the Chengdu plant

Source: Volvo

Welcome New Members!

Ray & Jan Gerring

940SE Turbo

Fraser Faithfull & Robyn Fletcher
164E

Ian Turnbull
264

Dimitrios Sarantopoulos
240GL

John Diamantaris
C30

Joe & Rima Paterno
244

Joseph & Lia Estate
XC70, 850T5, 940GL

Larissa & Guy Darragh
1800S

Richard & Melva Fanning
164TE, C70, 122S

As of the 10th of April, the club has 267 members, 10 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

Treasurer's report

The club's bank balance on 10th of April was \$10,304.16. The main expenses since the last magazine were related to printing and postage, and food for the club Display Day. Sources of income were membership payments and club contributions towards the magazine. For any questions, please contact Adrian Beavis on 0402 203 437 (AH)

Magazine Postage (ALL CLUBS!)

Please contact the Editor, Greg Sievert (greg.sievert@gmail.com or 0401 713 595) if you change your address, or if you're having any delivery issues (such as receiving duplicate magazines, or think you haven't received a magazine). If you're not a member of the Victorian club, please also let your club's membership secretary know of any address changes/corrections.

Website Resources

Looking for online Volvo retailers both locally and around the world? Check out the club's website at www.volvovic.org.au



Phillip Island Adventure

Dad and I decided to enter our two P1800s in this year's Phillip Island Classic and travelled down from Wollongong. Whilst dad was towing his gold 1969 P1800E I opted to drive the 1000 km distance in my relatively stock red 1963 P1800S...

Read the full article on page 30!



Volvo wins Roy Morgan Car Manufacturer of the Year 2013

Roy Morgan Research last night revealed the winner of its prestigious annual Customer Satisfaction Award for Car Manufacturer of the Year at a gala dinner in Melbourne, with Volvo Car Australia taking out the top spot.

After coming second in 2012, Volvo recorded five consecutive winning months in 2013 building an unassailable lead and beating off stiff competition from Mercedes, Lexus and Subaru to win Car Manufacturer of the Year.

"This award is testament to our strong, loyal and dedicated Dealer Network," said Matt Braid, Volvo Car Australia Managing Director.

"We have a number of internal KPIs we set around customer satisfaction, so to see one of the measures we take seriously be independently recognised is tremendously satisfying. All credit to the Volvo Dealer Network."

News Flash: IPD sold to new President

Import Parts Distribution (IPD) is pleased to announce that it has been acquired by Stuart Hockman, who is also the company's new President.

IPD is a Volvo Automotive Parts Specialist that was founded by Richard Gordon in 1963. IPD began with humble beginnings on the racetrack. In an effort to finance his racing aspirations, Richard began developing aftermarket performance parts for Volvos. IPD quickly evolved into a leading retailer of OEM, aftermarket and specialty products for the Volvo automotive community.

Stuart (Stu) Hockman's career in the automotive parts business started in 1976 when a close friend introduced him to a gentleman by the name of Peter Neuwirth. Peter was the son of an icon in the auto parts business, George Neuwirth, founder of Geon Industries that later became BAP/GEON. Peter left his family business to develop a fairly new concept that involved starting an import distributing company that would sell wholesale to the repair shops all over the USA. Peter's business plan made sense to Stu so he accepted Peter's invitation to become a partner in the new company. This chance meeting was the beginning of IMPAC.

were both true blue car enthusiasts. Both had a passion for racing. Richard raced a Volvo 142e and Stu raced an English Elva Courier Mk II over 10 years.

In 1994, IMPAC merged with another company and became WORLD PAC. Over the next 18 years, WORLD PAC experienced a period of unprecedented growth that would be the envy of any corporation. Stu retired at the end of 2012 after seeing his original company grow and get sold several times. Soon after, Stu discovered an opportunity that would eventually lead him to have a chance of a lifetime to purchase IPD. Needless to say, he jumped at this opportunity, as he's spent his entire career involved with Swedish Parts. "I now have a chance to take my many years of experience and knowledge in the import parts business in a brand new direction. For me, this was a marriage made in heaven. I look forward to utilizing my many years of experience and business contacts to take the great company that is IPD to the next level, and then some."

IPD holds true to the values that were instilled by Richard Gordon and will continue to do so through this exciting transition. As always, IPD will continue to provide the quality products, exemplary customer



One of the very first car lines Stu imported was none other than Volvo and accordingly, this was the start of his long association with Swedish clients all over the USA and Europe. Not long into his career, Stu heard about a company called IPD in Portland, Oregon, that was primarily selling Swedish replacement and performance parts to the retail public. A short time later, IPD became his number one client for his entire career. Richard and Stu had a lot in common in that they

service and knowledge that the automotive community has come to expect.

[Editor's note: most of you are aware of IPD's long history of providing high-quality performance and replacement parts for Volvos. We wish prior owner Richard Gordon all the best, and welcome Stuart to IPD. May you continue to delight Volvo owners with your products and services! For IPD parts in Australia, contact our local distributor Mark Richardson at VP Tuning.]

FCP Euro Parts to expand Australian sales



FCP was established in 1986, as a brick and mortar store, in Groton, CT. They set out and served the local European and Asian Import auto parts market for years, making first-rate customer relationships and service, blended with top tier quality products, a priority from day one. In 2001 their son Nick, noticing customers were venturing online for purchases, began selling the store's inventory online. This eventually led to two websites: www.fcpeuro.com for European and www.fcimport.com for Asian makes.

Since then we have brought our high quality products, great prices, and even better customer service to customers worldwide. We back everything we sell with a lifetime satisfaction guarantee as well.

We have had Australian customers in our sites as a market that can and does benefit from our services, we have worked to provide faster shipping options at the best price possible. We are always looking for input from our customers and would love to hear from you.

In our efforts to provide the best value to customers in Australia I invite you to

contact me directly any time. I am working on a few promotions for Australia and am always happy to work with any of you to get you the best price and service possible. Please feel free to contact me directly with any sales inquiries at danc@fcpeuro.com or by phone at 860-577-7340.

Dan Clayton
Senior Sales Representative
FCP Euro

[Editor's note: a number of club members have purchased new genuine Volvo and aftermarket parts from FCP and we've had positive experiences with the customer service, part quality and prices. Check out their website and contact Dan via email for a price quote. Tell him you're a member of an Australian Volvo club and saw the article in Rolling Australia.]



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Volvo 240 Front Strut Spring Plates

Did you know that there's more than one front strut upper spring plate on the Volvo 240 models? Thanks to Kevin Holden who discovered this fact while working on his Bertone project car (yes, he promises it will be ready one day!) See photo showing the one plate is slightly deeper than the other where the shock upper mount bolts through the plate. Another thing to confirm when swapping parts from car to car!



Torslanda plant celebrates its 50th

When the new plant opened fifty years ago, it quickly gained a special position in the region – both because of its size and also because the cars made there were symbols of progress and development. Back then the new Torslanda plant cost 240 million SEK to build.

The total number of employees over the years is difficult to calculate but the figure is certainly in the hundreds of thousands. When the plant had its greatest need for manpower, more than 11,000 people worked in the Torslanda facility every single day. In 1945, 5000 cars were produced. In 1974, ten years after Volvo Car Torslanda became operational, that figure had risen to 270k.

50 years after the opening of the plant, Volvo is now inaugurating the new TA3 body plant. This is part of Volvo Cars' focus on SPA (Scalable Product Architecture) which sees investments totalling more than 70 billion SEK. With SPA, Volvo acquires production capacity and products that put the company in an excellent position for the future.



Twenty years since the 850 Estate entered the BTCC!

It is now 20 years since Volvo marked its return to the racetrack – with an estate!

Volvo had initiated a major investment in the class, and the idea of using estate cars was a great success right from the outset. They attracted a great deal of attention and challenged Volvo's image in a positive way, particularly in the UK. Volvo wanted to demonstrate that it was possible to combine practicality with pleasure!

The decision to compete with two estate cars was taken several months before the start, but was kept secret until the last moment. When the news was released, many thought it was a joke. A large estate is not an ideal track car – with a lot of weight behind the rear axle and a higher centre of gravity, it is harder to get around the corners than a saloon.



When the series drew to a close after 21 heats, at Donington Park on 21 September 1994, they could look back over a very successful season from a public perspective – even though Volvo only finished in 14th place overall.

As early as the following year, the results improved significantly, and Rickard Rydell came in third place overall in the championship, and repeated that success in 1996. However, they only drove the 850 estate during the first season, switching to the saloon model in subsequent years. Even though an estate body enjoys better natural downforce at the back than a saloon, the option of an additional spoiler at the rear was introduced in 1995. This was of no benefit on an estate, although on a saloon body it could make a significant difference. Volvo changed to the S40 in 1997, and Rickard pinched fourth place, before going on to win the entire series in 1998.

Source: Volvo

Benny Project Update

OK, Sunday, 30 Mar, saw us in action trying to complete the electrics so that we could get in our tame, retired auto electrician (he claims that he invented the exclamation mark and that he is the illegitimate father of Lindsay Lohan) to supervise the powering up and systems check yesterday.



5775 - Nearly everything in place.



5778 - Fitted the parkers, spotlights and horns after giving them a good clean and some paint. I tested the horns and scared the Charlie, Romeo, Alpha, Papa out of myself (twice) - Volvo makes very loud horns! We also tested the spotties and they worked fine also! Rear lights were all hooked up and ready to go.



5784 - Fitted the steering wheel and it was nice to turn the wheel and see it move the front wheels. We then went to fit the shroud and it was jamming against the wiper and blinkers stalks and the steering wheel itself - hmmm??? NOW - who remember the saga of the missing original steering column??? We eventually pinched the steering column out of the spares car and fitted it to Benny (no, we still have never found the original column). Well it appears that this column is a bit shorter than the original and, hence, causing the problem. It's OK because we can adjust the column which we will next week but I had to take the steering wheel off again.

Our tame, retired auto eleco (some say that he speaks 9 languages - all of them English) turned up to practise his arcane art. We applied power and started a systems check - OK, we put a battery into

it and nothing blew up or caught fire. It was truly wonderful to see Benny start to come to life. I had the honour of turning the key and hearing the starter motor engage for the first time - very cool!



5787 - Lights ablaze and all looking pretty good. Yes, it was a very good moment to see the lights come on. We had some problems with both parkers which was installer-error. However, I not a person who allocates blame so I will not name the accused! The people in the photo are (L to R): Big brother, Rod; my son, Wayne; and our tame, retired, auto elec, Dennis.



5793 - Brake lights, 3 out of 4 parking lights and the rego plate lights do their job. The blinkers and reverse lights also worked. Notably none of these lights were installed by the person who installed the front parkers! The unlit parking light simply needed a new bulb.



5794 - Dash warning lights are working. However, the rest of the lights in the dash and console did not work. It was quickly found that they work a lot better if you earth the bloody things. Again, it is not for me to apportion blame! Some of the lights are now working and Dennis is systematically working his way through replacing the bulbs.

Dennis will be back next Sunday to finish the electrics and we are hoping that Peer (the mad, Volvo mechanic) will make an appearance so we can start the motor under his gaze - it will be a big day!

Clayton Wilson

Introducing Anni-frid!



You don't have to be mad to own Volvos but it helps.

This Volvo 242GT has been sitting in my nephew's neighbour's yard for about 5 years. Big brother, Rod, has tried to contact the owner a few times because we were interested in buying parts off it, but he was never at home so Rod left a note in his letter box. We did not hear back so we decided that the owner was not interested. Just last week we discovered that our beloved mechanic, Peer, is a friend of the owner. The owner had received our note but then lost it before giving Rod a call. He was not interested in selling parts off the 242 but we could have the whole thing for \$300 - done deal!!!!

We went down there on Sunday with 4 good wheels and tyres, jacks, stands etc, etc and liberated it from its grassy tomb. You will note, in the 2nd photo, that it has no grille or spoiler. We removed them before towing it - the spoiler is perfect and we did not want to damage it while towing. Our trusty towie turned up, pulled it up on the flat bed and took it over to Rod's place. Overall, it doesn't look too bad and we think we can save it. Surprisingly, it is another of the automatics.

So, now we have 4 242GTs: Bjorn, Benny, Agnetha and...well, you can figure out!

My wife thinks that I have bought a spoiler...

Clayton Wilson



Volvo tests new autonomous driving in Gothenburg

Volvo Car Group's groundbreaking project 'Drive Me' – featuring 100 self-driving Volvos on public roads in everyday driving conditions – is moving forward rapidly. The first test cars are already rolling around the Swedish city of Gothenburg and the sophisticated Autopilot technology is performing well.



Revolutionary Inflatable Child Seat Concept

Children's car seats are historically bulky, hard to move and tedious to mount. Volvo Cars has designed a lightweight and inflatable rearward-faced child seat concept using groundbreaking technology. The seat is safe, easy to pack and carry and will enable parents to use it in many situations not practical with the seats on the market today such as grandparents and friends who take care of your kids or when travelling by taxi, rental car or bus.



John Flanagan's Volvo Story

On 17th. May, 2013, Mark Hoffmann received a call regarding a Volvo 240 for sale in Melbourne. The deceased owner's son had rung him to say that his mum was now ready to sell the car, 12 months after losing her husband. It had sat under the carport for this time having an occasional run with the son at the wheel, and served as a constant reminder to Helen of her loving husband, Doug.

The following day, Mark rang me as he knew I had been looking in earnest for a good 240. He told me it was a "one owner" with very low Km's. In the six months prior to this, I had made several trips to Melbourne to look at cars I found on Carsales.com.au, and had been bitterly disappointed each time. Almost without exception, the parents had "handed down" their car to one of their children who had proceeded to "trash" it! When

things stopped working, the kids got sick of it and decided to dispose of it. This became such a familiar story, but not one which was evident until I inspected each car.

The next day, I rang the son of the previous owner and explained that I had a three hour drive to come and see the car. I asked him if I could have "first option" which was a bit cheeky of me I know. If this car was as good as it sounded, I knew it would be gone in a flash! Ian agreed to hold it until I could come down, as fortunately for me, he was adamant that it must go to someone who would look after it as well as his father had. Naturally I explained that I am a member of the Victorian Volvo Club and I feel this persuaded him to hold it for me.

Three days later I walked up their driveway and saw this beautiful example of a 1990 Volvo 240GL. I couldn't believe my good fortune! I walked around it twice, looked

under the bonnet briefly, opened a couple of doors and asked Ian how much he was asking. Not two minutes later, he wrote out a receipt for the deposit I had given him. His father was a mechanic who took great care of, and pride in his car. His wife told me she wasn't allowed to drive it! It had only 47,017 km. on the clock when I took possession of it on 25 May.

This 240 is our second one, and our fourth Volvo. In 1986 we purchased our first 240 (1985 model) which we still own. It has done just under 390,000 kms. and has been driven nearly every day for it's whole life. Aren't they just the best!

John Flanagan

[Editor's note: Thanks for the story John! We'd love to have more stories about members and their cars, so email them through to the editor and we'll use them in upcoming issues of Rolling Australia.]

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Grumpy: Count in Millions

No, not your bank account. But if you live in Melbourne's leafier middle and inner suburbs your modest 3-bedroom brick house may be worth over a million dollars. That would make you a millionaire. Trouble is you'd have to sell the house and live in a tent to access the money. What I am talking about is cars that have sold over a million. This is not the company that has sold over a million of various models and series.

To define it more accurately it does not cover a single model name that has been used for a series of redesigned cars in which the only the only comparison between the first car and the latest is the series name!

The first was old Henry and his Model T (1908 to 1927). I discussed the Model T a few issues back so I will not repeat myself but the reason for the T's success was it was good value for money and was simple to produce. The only changes were in refinements and the addition of features such as electric lighting. But it was the same basic car and 15 million were built up to 1927.



Missed Opportunity - Volkswagen

In 1945, a rare and curious Volkswagen car was shipped from its bomb-damaged German factory to England. Here, a commission of leading British motor manufacturers, chaired by Sir William Rootes, inspected the small, streamlined saloon. It would be "quite unattractive to the average motorcar buyer", the commission reported. "It is too ugly and noisy", while "to build the car commercially would be a completely uneconomic enterprise."

The Volkswagen Beetle became probably the most successful car in the post World War 2 era. It was a remarkable car despite its shortcomings. It had engine, gearbox and differential in one unit in the rear. This allowed for a relatively flat floor and a comfortable four-seater cabin. For a car designed for Adolf Hitler in the late 1930s the small car was ahead of its time having independent suspension on all four

wheels. The air-cooled engine reduced weight and cost in that there was no radiator, water, water pump and plumbing.

Ultimately, the sheer quality, along with the affordability, reliability, economy and distinct look and feel of the Beetle, ensured its success. It had, though, been touch and go for Volkswagen in 1945. Although the car had been on the drawing board since 1934, following a meeting between Hitler and Porsche, the Volkswagen failed to get into production before the war.

Production started in Germany in 1945 and gradually grew in numbers; it was assembled in many parts of the world including Australia. A factory was built in Mexico and started production in 1967 and then when demand in Europe started falling mainstream production shifted to Brazil and Mexico. Total production was 22 million.



The last Beetle was produced in Mexico in July 2003.



Dashboard of the first Beetles produced in Mexico

The runaway Mustang.



1964 Mustang convertible

The Ford Mustang [named after the World War II P-51 Mustang fighter plane] was an instant success and caught

Ford by surprise.

To cut down the development cost the Mustang was based heavily on familiar yet simple components, many of which were already in production for other Ford models. Many (if not most) of the interior, chassis, suspension, and drive-train components were derived from those used on Ford's Falcon and Fairlane. This use of common components also shortened the learning curve for assembly and repair workers, while at the same time allowing dealers to pick up the Mustang without also having to spend massive amounts of money on spare parts inventories to support the new car line.

Original sales forecasts projected less than 100,000 units for the first year. This mark was surpassed in three months from rollout. Another 318,000 would be sold during the model year (a record), and in its first eighteen months, more than one million Mustangs were built.

Mustangs grew larger and heavier with each model year until, in response to the 1971–1973 models, Ford returned the car to its original size and concept for 1974. It has since seen several platform generations and designs. Although some other pony cars have seen a revival, the Mustang is the only original pony car to remain in uninterrupted production over five decades of development and revision.

Designed in Britain – Success in India

The Morris Oxford was an old fashioned car designed and sold in Britain, Australia and a few other countries.



Morris Oxford Series III

Designed by Alec Issigonis, the Oxford, along with the Morris Minor, introduced unit construction techniques] although it is not widely recognized as a true unibody car [no separate chassis]. Torsion bar front suspension was new and 8-inch (200 mm) drum brakes hydraulically operated were fitted all around. Under the bonnet, the MO was a step back in technology from the pre-war Ten. It used a side-valve

straight-4 rather than the older overhead-valve unit. The single SU-carburetted engine displaced 1.5 L [1476 cc] and with its output of 40.5 bhp (30.2 kW) at 4200 rpm could propel the car to 72 mph (116 km/h). The four-speed gearbox had a column gear-change and steering was by rack and pinion.

Hardly a ball of fire! But not bad for 1948 when there was a huge demand for cars of any type. Anything with four wheels and a motor! Morris cars were generally dull and uninspiring but solid and well built and reliable.

Morris Oxford Series III = Hindustan Ambassador

The Oxford was updated for 1956 with a new optional two-tone paint scheme, fluted bonnet and small rear fins. Inside the bench seats trimmed in leather remained but the instrument cluster was revised and a new dished steering wheel fitted. The engine now produced 55 hp (41 kW).

This car was the basis for the Hindustan Ambassador, since 1957 (when all the tooling of the British Morris Oxford Series III was transferred to India). It continues to be built in India some 50 years after the Oxford III's demise, though with a few notable styling updates but keeping the original look, albeit with modern powertrains.

Styling changes from the Morris Oxford series II included deep headlamp cowls and small rear wing "tail fins"—all the rage in 1956. These models had a 1,476 cc side-valve petrol engine. In 1959 the side-valve engine was replaced by a 1,489 cc, 55 bhp overhead-valve petrol engine.

Despite its British origins, the Ambassador is considered as a definitive Indian car and is fondly called "The king of Indian

roads". Some prominent Indian politicians, such as Sonia Gandhi, use the Hindustan Ambassador.

Mark-II

In 1963 it underwent a minor frontal facelift with a closely chequered grill. The first Ambassador Mark II in black was gifted to the then Prime Minister Jawaharlal Nehru. The Sales Manager unsuccessfully tried to persuade Birla Senior to use an Ambassador. The fact that Mr Birla had doubts on the reliability of the car and was not willing to use the car made in his factory was a clear indication of its quality.

Sale of Ambassador taxis had been banned since April 1, 2011, a year after BS IV emission standards were rolled out. The Company could only sell around 2,500 cars in 2011.

However, Hindustan Motors have recently started to fit the cars with a new, cleaner diesel engine that complies with the new emission rules. The Hindustan Ambassador is, once again, a familiar sight on India's roads.

A total of four million Ambassadors have been built from 1958 to 2014. The secret of its success was the basic simplicity of the design which made cheap to produce and maintain [sometimes in the backyard!]

Volvo 200 Series

The Volvo 244, 264 and 240 were produced from 1974 to 1993. A total of 19 years and the car remained essentially the same. As the body became more and more old fashioned it earned the nickname of the "Flying Brick" – only its original designer [read "Mother"] could love it. In most markets it started with an overhead camshaft engine with a single carburettor and a 2.1 litre motor; this was enlarged to 2.3 litres and fuel injection replaced

the carburettor. [The first 240-series cars were introduced in the USA for the 1975 model, and featured a B20 OHV engine and Bosch CI fuel injection. Ed.] Circular headlights were replaced by rectangular lights. The 264 had an aluminium V6 of 2.7 litres and was supplied by Renault, but it had reliability problems. Possibly because owners used tap water in the radiator which required an anti-corrosion coolant. Volvo during this period was not a basic car or a luxury marque, but something in between. Many people who bought Volvo got to appreciate its sturdy construction, safety, ergonomic seats and controls, and reliability. Once a Volvo driver always a Volvo driver! A total of 2,862,573 were produced.

Other Makes

I have only just scratched the surface here as Toyota Corolla claim to have built 40 million since 1966 but the car has been redesigned many times. The Russian Lada sold over 19 million probably because the poor locals were not allowed to buy anything else. On our own back yard Ford Falcon sold over 3 million from 1966 to today and Holden has built 2,400,000 Commodores from 1978 to the present.

Footnote

Countries are a bit like their cars. Germany produces brutally mathematical autobahn crushers, The Brits made charming things that fall to bits; the Italians make things that fall to bits too, but at least they look stylish doing so. The French made the Citroen 2CV – with a rollaway roof for venting the smoke from Gauloises. Russia builds crude agricultural Ladas that run on high-proof vodka. Australia is all about hoons and their no-bullshit V8s.

As ever

Grumpy



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Restoration of Diecast Taillights

The Volvo 1800 is fitted with diecast taillights & number plate light, the owners of these cars might have noticed small bubbling (metal corrosion) on the surface this can be caused by a number of factors. The taillight housings are originally electroplated the same process that the bumper bars and other metal fittings are finished with.



Electroplating: Standard electroplating uses a copper coating on the base metal to allow the nickel & chrome to adhere to the surface, this forms the bright chrome finish as we know it.

Die Cast Chroming Problems: There are a number of problems in using the standard electroplating finish on diecast, this stems from the metals used to make diecast; Zink, Aluminium, Magnesium, Copper, Lead and Tin.

1. **Copper Base Coating:** Copper has an electrolytic action with a number, if not all, metals used to make diecast especially aluminium.
2. **Electical Earthing:** The tail lights are earthed through the housing to the body of the car this in its self can cause any of the casting metals to react with each other and accelerate the reaction with the copper coating every time your

lights are switched on.

3. **Moisture:** Believe it or not the chrome surface can absorb water. This is more noticeable when you find an old wreck, you will note that the chrome plating has lifted with rust. How did the rust start? Obviously over time moisture has penetrated the chrome. Keeping the chrome polished with a good quality metal polish can protect the chrome coating from moisture penetration.
4. **Sunlight:** No not UV but the heat from the Australian sun can add to the corrosion problem:
HEAT + MOISTURE = CORROSION.
Any one of the base diecast metals will react in time with moisture.

So we have 4 factors that can start corrosion on diecast!

How do you bring back your taillights to their bright brand new look?

Purchase new taillights OR take them to a normal chrome plater? Either would be a waste of time as the 1 to 4 problems will start all over again.

Eliminating the problems

Copper Base: Use a process that does not use a copper coating on the base metal but has a coating that insulates the copper from the diecast this eliminates points 1-3-4.

Electical Earthing: This would mean finding another way of earthing the lamp holder i.e. fitting insulated lamp holders fitted with a separate earth connection, problem 2 solved.

Electroplating on Plastic: There is a

process that is specifically design to chrome plate plastic. To apply this process to diecast is very labour intensive but does not involve polishing as standard chrome plating on metal would.

Finish: Without a doubt the finish that it is produced is a real mirror finish. The coating has the same properties as normal chrome plating, but because of the



preparation applied to the base metal is of an exceptional quality and finish.

Restoration: Within reason serious corrosion and mechanical damage to your taillights can be repaired.

For further technical information you can contact myself (Chris Bennett) on 0403920274 or email volvoclassic1800120@yahoo.com.au

For information on supply contact Gerry Lister info@volvodownunder.com.au

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Flemington Display Day (Classic Showcase)

As Lance mentioned in his President's Report, we had a beautiful sunny day and good turn-out of approximately 45 cars for the club's annual Display Day at Flemington Racecourse. Held in conjunction with the RACV Classic Showcase, there were many

makes and models of British, European and this year for the first time a few Japanese classics, adding to the interest of the day. I hope those members in attendance enjoyed the day, including the free club BBQ. For those who didn't show up - make

a point of coming along next year. Thank you to the various committee members who helped get the cars parked, set up the marquee, helped with the judging & forms distribution, etc. There's a lot to do on the day to make things run



smoothly, and your committee pretty much has it under control (managed chaos?) every year. Thank you Robert Bakker (1800/120 Club president) for coming down for the day and being our guest judge. Congratulations to those members who received an award in the people's choice voting. There were a number of very close contests this year. The standard of cars seems to improve as the years go by, and it's nice to see some new cars come out of the woodwork every year. For those who received awards, be sure

to attend the annual Christmas Lunch and Awards Presentation later in the year to pick up your trophy.

Greg Sievert

Winners

120: Phillip Perkins (Grey 122S)
 1800: Larissa Darragh (Red 1800S)
 164: Richard Fanning (Gold 164TE)
 200: John Flanagan (Blue 240GL)

700/900: Doug Miller (Blue 760)
 Small: Mark Iceton (White 480ES)
 850 and later: Peter Hoffmann (Grey S80)
 Modified: Wayne Bowers (Blue 240GLE EV)
 President's Encouragement Award:
 Darcy Rule (740T)
 Master Class (Car of the Show) by
 Guest Judge Robert Bakker:
 Richard Fanning (Gold 164TE)



Maffra Run 6th April

The Maffra Motor Museum has always been a good place to visit as the cars are changed regularly so each visit means different cars to view.

It was with this in mind Len and I decided to attend this year's celebrations at the museum. Paul Bowman from Rosedale also said he would accompany us.

Paul invited us to meet at his farm to view his Volvo "collection" and for a brew before heading off. His son Andrew and junior

member Darcy Rule who are doing work experience at Voldat over the holidays decided to attend as well so came down on the train. Darcy's aunt picked them up from Traralgon and dropped them off at Andrew's home. Andrew's dad Colin also came on the run to Maffra. It was good to catch up with Paul's family for morning tea before heading off to the museum.

On arrival at the Museum parking was at a premium with classic cars everywhere as well as displays from the CFA, SES,

Shannons, Penrite Oils and numerous local stalls. Hundreds of people milling around both inside and out enjoying the atmosphere and displays. Dignitaries made a few speeches as well. The display of cars inside featured vintage cars this time.

Once again it was a great day out with thanks to the organisers and volunteers. Consider a visit if you are passing through Gippsland as it is well worth it.

Lance Phillips



Phillip Island Historic Race Meet

The Victorian Historic Racing Register host the Phillip Island event in March for various classes of historic cars.

Kevin Elliott from the NSW Club informed me that he and son Brad were entering their two 1800s for the event so we had something to look forward to. Kev, Brad and friend Stuart happened to arrive on the day of our night meeting which meant they could come to the meeting to catch up with members they had met at National Rallies etc. After an 11 hour drive they checked into a motel down the road from Berwick which enabled me to pick them up for a quick takeaway dinner at my place before we went to the meeting. They enjoyed the meeting before a good night's sleep.

Sunday was chosen for most to go to the Island for the racing. Kevin Holden (940) went on Saturday and pegged out a prime area on the hill up from the start/ finish line which made it easy for those arriving on Sunday to have a parking spot. Thanks Kevin.

Those who attended on the Sunday were: Paul Bowman & son (850R) from Rosedale (we won't mention directions at this time!!), Len Ward (144), Doug Miller (262C), John Johnson (850T5R) had some extra outlays on the day, Bernard Northey a Vic Club member from NSW, Jim Emmett (850R) from the South Australian Club, and Des Hocking (1800S) from the 1800/120 Club,

Apart from Kev in the gold 1800E and Brad in the racy red 1800S, Richard Prince had entered the 240T for the event. Unfortunately Richard had some problems on and off the track by being involved in an accident in Cowes but not serious luckily.

Brad drove the 1800 up to our area after the race and attracted quite a lot of attention not only from Volvo owners. The competitors and the spectators enjoyed the racing which is what it is all about at this type of event. Also in attendance were some of the greats of motor racing like Allan Moffatt, Jim Richards to name a few.

Lance Phillips

South Australian Club



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February 16th – Bonython Park Picnic

First event for 2014 saw a good number of members turn out for a leisurely lunch in the surrounds of Bonython Park located on the outskirts of Adelaide's city centre. A fine opportunity to catch up on happenings over the Christmas break, many of the group also set off for a stroll around the park and along the banks of the River Torrens.



March 9th - Mengler's Hill Lookout and Sculpture Park

With everything happening in "Mad March" only a small group turned out for a scenic country drive through the Barossa on the Sunday of the long weekend, to Mengler's Hill lookout and Sculpture Park. The weather was fine and the panoramic view was worth the hill climb.

The group moved on to the Traveller's Club in Rowland Flat, where Bob and Jenni had catered for a four course Italian style lunch. One of the highlights was making your own milkshake 1950's style in the old style metal drink containers.

Local wines and excellent food made lunch relaxed and enjoyable. Bob and Jenni were thanked for all their hard work setting up the venue and preparing a superb lunch, despite 37°C outside.

Ron Badcock

March 1st - Clipsal 500



On Saturday 1st March I attended the Clipsal 500 along with my daughter Tricia, granddaughter Jessica and son-in-law Colin. We were all volunteers for St John Ambulance. Because Jessica and I were in the Adelaide Advertiser the previous day we were both razzed a bit because of Volvo. Jessica, Tricia and I took time off to watch the 1st V8 Supercar race, of course barracking for Volvo. I became friendly with the security guard and by the end of the race he was also barracking for Volvo.

Then the 2nd race, we couldn't see enough of the track so we decided to watch the race on the super screen. As the race progressed and closer to

the finish Tricia told the security guard to stand clear and give me a wide berth as I could get a bit excited.

3rd to 2nd place, Jessica and I were screaming and my arms were going everywhere. (People moved away from us!) We saw young Scott McLaughlin take out 2nd place. Everyone around us was cheering as Scott flew past. So 4 members from the S.A. Volvo Club watched Scott, knowing this was the start of things to come.

Early in the day we wanted to purchase the racing shirt and hat but all sold out. Are we now the "in" car? No more jokes.

Helen Judd

Welcome to New Members

The Volvo Car Club of South Australia is pleased to welcome some new members to the club:

Eric Peterson of Dernancourt with a '66 Mini Cooper S

Jana Launer & Tony Barnett from Normanville – '99 Volvo S80 and a '90 Volvo 740 Wagon

William Wood who hails from Greenock – '81 Volvo 264GLE and a very tidy '75 Volvo 244GL

Hope to see you all at an event soon.

New Club Website

www.volvocarclub-sthoz.org.au

The Volvo Car Club of South Australia has finally taken its first steps into the digital age with the launch of a website. A big thank you to club member and inaugural webmaster - Marc Schunck - for guiding us through the process to get the site up. Any comments or submission of content for the website can be made to our club Secretary – Craig Rasmussen.

Reminder - Historic Registration Vehicle Inspections and Log Books

It is that time of the year again to complete the paperwork and annual inspections of our club vehicles participating in the South Australian conditional (historic) registration scheme. As per previous years, the requirements are:

1. Present your vehicle for inspection (our club's requirement to do annually);
2. Complete a statutory declaration to the club;
3. Pay your membership renewal fees;
4. Present your logbook, current registration papers and completed Stat Dec form for endorsement at completion of the AGM in July.

To assist with requirement 1, the club is holding a Show-N-Shine day and BBQ on Sunday June 15th. Chris Allen has once again kindly offered to open the Povey Motors workshop and no doubt there will be an opportunity to put your classic on a hoist for short time. See Events calendar for further details. This event is especially important for you if we haven't seen your vehicle at another club event in the past 12 months. It will be of great assistance to the club registrars to keep our club records up to date and saves the hassle of organising a special trip to have your car inspected at a convenient time for one of our registrars.



HOW SWEDE IT IS



Once much maligned, Swedish carmaker Volvo is making its Clipsal 500 debut this week, as the company attracts a new legion of fans and drivers, writes **Katrina Stokes**.

VOLVO drivers have been the butt of car jokes down the years, with the stereotypical driver usually being an elderly elderly motorist who sits behind the wheel of a boxy, old-fashioned car.

Enter the Volvo of today – sleek, sophisticated looking vehicles set to swap paint with the best of them in the V8 Supercars Championship, which started in Adelaide yesterday.

After a 15-year hiatus from the Australian motorsport scene, the Swedish giant is back. Down Under and attracting a legion of new fans.

It is the fifth breed to join the night of Ford and Holden and comes a year after Nissan and Mercedes made their bid for top spot on the racing scoreboard.

Is, has the famous Scandinavian carmaker changed with the times or are they still stuck in the past?

The man behind the Volvo Polestar Racing team, Garry Rogers, of Garry Rogers Motorsport, admitted he's crapped a few Volvo jokes since joining the team.

"Temple ring us and say 'turn you got your 1980s hat on, got your tweed jacket, where's your desert boots and are you going to play with the old ladies in the park today?' he said yesterday from the pits as he prepared for his inaugural race in Adelaide. "All those jokes – I love them, bring it on."

Rogers, who switched from racing Holden Commodores, said the new S60 sedan was nothing like Volvos of the past. "I'm a hodge in heart – I love tattoos, fast cars, all that activity and I drive an S60 Volvo," he said of his completely opposite characteristic to the "typical" Volvo driver.

"OK, I am given one (a Volvo) but I've done a lot of good sports cars and this is a great car."

The 58-year-old said he believed Volvo's entry into the V8 was bringing a "new breed" of fans to Australian car racing. "There seems to be a lot of older people I've not seen at the races before coming along. They're interested and ask lots and that's what we need, more supporters," he said.

Smart, visually appealing and safe are just some of the features Rogers is pleased with in the "supremely built" car. And Volvo's re-entry into Australian motorsport seems to be paying dividends.

Since the company announced they would be back on the starting grid this year, Volvo has experienced plenty of interest in the new S60 sedan – the road-going cousin driven Scott McLaughlin and Robert Dahlgren will drive on the track today.

Volvo Australia marketing and



IN THE FAMILY: Helen Judd has kept one of the family's older Volvos for her granddaughter, Jessica Judd-Ireland, to learn in. Picture: DEAN MARTIN

communications director Oliver Ferguson said the design of modern day Volvos were "the remnants from the old, boxy image" from decades ago.

He said entry into the premier car race would continue to show potential buyers the "Volvos of today is nothing like Volvo of the past."

"Every European luxury car brand has significant performance and motorsport credentials in its line-up and history, and we are no different having won Australia's greatest race, the Bathurst 1000, back in 1988 and the Australian Touring Car Championship in 1986," Mr Ferguson said.

"By entering Australia's top tier motorsport category we believe this will contribute to the full-changing perception of the wider Volvo brand."

Volvo Car Club of SA vice president, Helen Judd, believes Volvo's image first originated from "mostly older people with a bit of money" who used to buy the cars.

"That's how the image stuck, as they were older drivers and younger people couldn't afford them," said Mrs Judd, 64 of North Haven.

Mrs Judd, now retired, and husband Barry have owned Volvo since the 1970s and have never looked back. "My husband was a truck driver and saw a Volvo walked away but the others didn't," Mrs Judd said of Volvo's legendary safety features.

"I've never been in an accident and we're getting rid of the Statelands and buying a Volvo."

The family was so impressed with the car they kept an old Volvo especially for her granddaughter, Jessica Judd-Ireland, 16.

"That was her mother's older car, we've had it for a couple of years waiting for her to get her licence," she said.

Volvo mechanic Chris Allen, 32, of Salisbury, said he believed Volvo's inclusion in this year's V8 Supercars Championship was already having a positive effect on the brand.

"I'm seeing that trend over the past couple of years with the boxy Volvos I never ever thought would be cool," he said. "I'm seeing young kids in their 20s driving these retro-cool Volvos."

Volvo officials say they're in the V8 for the long-haul and want results on the track, not just the showrooms.

YOU'RE THE (ONLY) ONE THAT I WANT... WHY WE LOVE OUR VOLVOS

NAME: Helen Judd
AGE: 64
OCCUPATION: Retired
SUBURB: North Haven

How did you end up driving a Volvo? My husband was a truck driver and saw a Volvo walked away but the others didn't.

What do you like about driving a Volvo? You always feel very secure, like you're in a safety car, and a bit of the road cars.

Do you think Volvo drivers cop an unfair rap? Yes, they definitely do. I think it is changing in the young ones and getting cars. It is gradually changing, and I hope that with their inclusion in the V8 things will change.

NAME: Michael Bennett
AGE: 36
OCCUPATION: Volvo Mechanic
SUBURB: Mooloolaba

How did you end up driving a Volvo? My parents bought a mechanical business 15 years ago where they were working at Volvo.

What do you like about driving a Volvo? The quality of the vehicle is superb. The quality of the vehicle is superb. They are very good quality, luxurious and undemanding cars.

Do you think Volvo drivers cop an unfair rap? Yes, they are unfairly picked on. People remember the Volvo as a square body car with grilles and grilles, but Volvo has come a long way, especially over the past five years.

NAME: Jessica Judd-Ireland
AGE: 16
OCCUPATION: Student
SUBURB: North Haven

How did you end up driving a Volvo? My parents have always had Volvos and I've got one already for when I get my licence.

What do you like about driving a Volvo? I haven't driven one yet but I think they're really safe cars.

Do you think Volvo drivers cop an unfair rap? They definitely do. Some of my friends who have only just started driving have Volvos and they like them because they're really safe cars. Not everyone who drives a Volvo is old – a lot of younger people are starting to drive them too.

NAME: David Maher
AGE: 55
OCCUPATION: Farmer/semi retired
SUBURB: Hindmarsh Island

How did you end up driving a Volvo? Many years ago we bought a Volvo for our mother. It was a good, solid typical Swedish car. I'd always been a Holden driver and when it came time to change the Holden over, I took a Volvo for a drive and thought it.

What do you like about driving a Volvo? They're safe, hold the road beautifully and they're very comfortable.

Do you think Volvo drivers cop an unfair rap? No, not these days. If you were a Volvo, you were a hell, had a beard and smoked a pipe, you had a Volvo. They've come a long way since.

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Sunday – 4th May

Picnic Lunch at "The Big Rocking Horse" and visit to surrounding towns.

10:00am – Meet at McDonalds car park, Tea Tree Plaza. BYO picnic lunch.

Friday – 9th May

Club General Meeting

7:30pm – CCC Rooms, Glandore Community Centre, Clark Av, Glandore.

Sunday – 15th June

Club BBQ, Show-N-Shine & Historic

Registration Vehicle Inspections

10:30am – Povey Motors, 140A Tolley Rd, St Agnes.

Hosted at club member Chris Allen's premises, this event is compulsory for all vehicles currently on historic registration with the club. All members and their vehicles are welcome to participate in a Show-N-Shine. Use of hoists will be limited and Chris will be happy to answer mechanical questions.

Plan to arrive from 10:30am onwards, expect lunch around 12:30. BBQ supplied by the Club. Please BYO drinks, chairs and a salad or dessert to share. Please contact Helen on 8341 8908 by 10 June with numbers to assist with catering.

Friday – 11th July

AGM & Log Book Endorsements

7:30pm – CCC Rooms, Glandore Community Centre, Clark Av, Glandore.

Members with vehicles on Historic Registration please remember to bring along you log books, competed Statuary Declaration, AND current registration papers for stamping and endorsement.

Sunday – t.b.a. July

Mid Year Lunch

Date and details closer to the event.

Friday – 12th September

Club General Meeting

7:30pm – CCC Rooms, Glandore Community Centre, Clark Av, Glandore.

Sunday – 28th September

Bay to Birdwood – Vintage

Details closer to the date.

Saturday – 8th November

Christmas Pageant

Friday – 14th November

Club General Meeting


7:30pm – CCC Rooms, Glandore Community Centre, Clark Av, Glandore.

December

Christmas Lunch

Events details closer to the date.

Please keep an eye out for email updates – if you are not receiving emails please contact Tricia on coltri@bigpond.com



Volvo 1800-120 Club Australia Inc.

P.O.Box 6522 Tweed Heads South NSW 2486 - phone 07 5524 7158

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Vice President

Jeff Turner 07 3890 1993

Secretary/Treasurer & 1800-120 Magazine

Vicki & George Minassian
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secretary@volvo1800-120club.com

Events Directors

Gavin Janson 0408 763963
Maida Skaarup 07 3345 1596

NSW Representative

Guy Smith 02 4739 8127

Membership

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

Life Members: Kevin & Margaret
Greenaway

119 Members

President's Report

I continue to enjoy being involved in the Volvo club movement.

Initially coming on board just to lend a hand, before I knew it, I was the president.

I am pleased as punch at just how well our club is progressing at the moment. We have strong membership, excellent events, a great magazine and superb cars. And even now, restorable cars continue to come out of the woodwork, which adds a whole new dimension to the thrill of being in the club.

That's what it is all about for me, to share in and foster enthusiasm for the Volvo Marque in Oz.

One of the great aspects of being part of a club such as ours, if a member is having a problem with some aspect of his restoration, we are here to help. Within our club we have so many Specialists, from car parts to repairs, services and restoration.

On a personal note I receive the greatest pleasure when a member telephones for help, whether it's just a matter of pointing them in the right direction or to get my hands dirty and help them to have a go themselves at their repair or upgrade, or if they are looking for a particular car (I love trolling all the websites looking at cars for sale), or maybe they just want some advice to provide their car with much needed TLC. I am always available and happy to share my 30 years' experience and together, with our many experts, share the knowledge of our wonderful club.

We are truly a great club with a wealth of knowledge between us all and I am sure for almost all of us, seeing people enjoying their Volvo is the pleasure of being a member.

That's what our club movement is all about, not to mention the instant friend status of meeting a fellow Volvo enthusiast.

Until next time, Volvo for Life

Robert Bakker robert@rblawyers.com.au



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Swap Meet at the Summerson's

The swap meet was held at Neil and Jenny Summerson's property at Peak Crossing, which is approximately 60 klm or 50 mins to the south west of the Brisbane CBD. I readily took up the opportunity to meet some fellow club members, 7 in all, at the Calamvale Hotel (before it opened!!) so we could go on a scenic drive out through Beaudesert, up the Mt Lindsay Highway though Rathdowney to Boonah and then on to Peaks Crossing....well that was the plan anyway! We actually found George and Vicki Minassian having a coffee in Beaudesert, so the decision was made to join them there, have a coffee, and follow them to Neil's property.

From there, out the window went the travel instructions, and it was every man for themselves trying to keep up with Vicki driving their 123GT. A great drive along an open, winding highway. About a total of 2 1/2 hours driving for me, and I am happy to report my 122 never missed a beat!



When we arrived at Peak Crossing there were about 13 cars, including 5 P1800's, 4 or 5 122s (including the Minassian's 123) a 142 and a couple of 240's. After having a look at Neil's fantastic setup including his new C3 Corvette, and putting a couple of cars on his lift to check out what was going on underneath them, it was time to get stuck into the whole point of the day, swapping and bartering. It was about this time that Wayne Luckman arrived with a heap of gear. Wayne, who, along with Vicki Minassian started the 120club, was very keen to either sell or give away all of his remaining collection of parts after recently selling his 122. There was some fantastic bits and pieces sold, swapped and given away, so I hope everyone who participated got what they needed (there was even some home grown pumpkins given away - pumpkin soup for dinner that night!).

With the deals done, it was time to fire up the BBQ for lunch and a great chance for everyone to catch up!

Many thanks to Neil and Jenny for opening their house for us and providing such a fantastic venue for this very successful and enjoyable event!

Craig Davidson



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Tech Day at GLT Car Centre Brisbane

This year's tech day & BBQ at GLT Car Centre had a fair turn out of people. Deb and Gaye Cooked a BBQ for all, while Peer and Mia prepared everything before anyone arrived. There were yummy desserts with tea and coffee supplied. I'm sure that everyone who wanted to know or learn something on the day, certainly did! I would like to thank Peer for opening his workshop up to our club members once again and Mia for being a great host as always. There were a few new faces this year and we hope the same for next year. Thank you to George for the wonderful photos, I'm sure John will appreciate the women adoring his car. *Deb Korasz*



VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 123GT (1968)

OWNER : JEFF TURNER

TYPE: 133352P

CHASSIS NO: 304581

COLOUR : 79 White

UPHOLSTERY: 427-575 Red



May I introduce to you "Frida", who was recently unbeknown to us as a 123GT.

Her new owner, Jeff, almost jumped inside out at the chance to buy a 123GT after selling his beloved Ingrid 1800E recently. Jeff had wanted a 2 door 120, and so who wouldn't buy the ultimate?

In spite of her somewhat neglected looks, underneath beats a heart of gold. Frieda is solid and straight, but her years of inattention in a paddock, then a barn in the Sunshine Coast hinterland have taken their toll. (Are people paying attention to RRR?) Jeff's plans for this rare car are a full restoration, going as close to original as possible.

My inspection revealed a car that has probably only been around the clock once, so not much work for a 120. The doors didn't sag, and most of the serviceable parts like ball joints appeared original, so probably a bit like my own 123 meant Frida was used then parked when a problem arose, and there she sat for many years.

It is exciting to think that there are now 6 known 123GTs in and around SE QLD, and that they are all still going, or being loved!

Jeff will need a lot of time to make this car right, but you can rest assured it will happen! (*according to sources, 427-575 is blue, but this car's upholstery is obviously red - one of the choices for a white 123- and original)



Club events for 2014

All events on website: www.volvo1800-120club.com

Events Directors: Gavin Janson and Maida Skaarup

Club events for 2014 in Queensland



May

Sunday 18th 2014 Maclean's Bridge at Griffith University Major Sports & Classic Car Festival. For more info email Gavin gavinjanson@yahoo.com.au

Please note: this event is no longer at Lakeside www.macleansbridge.com

June

Sunday 1st 2014 Mild & Wild Run with the Cobra Club Meeting up at The Red Rock Café, 18 Santa Barbara Road, Hope Island around 8am. Then drive to O'Reilly's Valley Vineyards, Canungra, 852 Lamington National Park Road, Canungra for breakfast. Please email Maida mia6587@bigpond.com before 23rd May.

June

Saturday 28th 2014 Dinner 7pm at Tandoori Village Indian Restaurant, Springwood Plaza, 3-15 Dennis Rd, Springwood. (Fully licensed BYO bottled wine only) RSVP to Maida before 14th June, email mia6587@bigpond.com

July

Sat 5th/Sun 6th Christmas in July at Nymboida Coaching Station Inn (near Grafton) <http://www.coachingstation.com/> email club member Jeanette Mouatt ASAP as rooms are limited jetty1412@hotmail.com

July

Sunday 13th 2014 RACQ Motorfest Brisbane one of the biggest displays in Brisbane. Please contact Maida mia6587@bigpond.com

August

Sat. 2nd/Sun. 3rd Weekend at Lismore Saturday – Overnight stay at New Olympic Motel in Lismore. Sunday - Summerland Sports & Classic Car Club's annual display day. For more info contact Gavin gavinjanson@yahoo.com.au

August

Sunday 17th BBQ lunch Neil Summerson is holding an E type Jag Day at 97 Allen's Road, Peak Crossing, he has also invited the Alfa Club, The Fiat Club, The Fassifern Valley Classic Club and our Volvo 1800-120 Club. There will be some prizes/giveaways and entertainment as well. Lunch may be purchased, **BYO** drinks and picnic chairs. BBQ lunch put on by the local Rotary Club and proceeds will go to them. \$5 entrance fee per car to go to the Rotary Club. It will be a great day! RSVP to Neil before 10th August, email nesjas@bigpond.net.au

Don't forget Christmas in July at Nymboida, near Grafton July Sat 5th/Sun 6th



ROBERT'S REPAIR RAMBLINGS

Welcome apprentice mechanics (and note I said mechanics, not "techs") to the last in my tripartite series on air conditioning.

In this episode I will look at some ways of upgrading the air con in your old Volvo.

In my experience, it wasn't until the 760 that Volvo had a really cold air con unit in its passenger vehicles in this country.

I will pass on how I have dramatically improved the performance of the air in my 1975 264GL.

The early 264 had an unusual "valves in receiver" unit for regulating temperature in the cabin. As I understand it, this meant the cabin temperature was regulated only by the flow of refrigerant into the cabin from the receiver dryer, and so, the compressor was always running. This is obviously undesirable, so the first change was to wire in a 240 thermostat type switch so that the compressor cycles on and off, saving wear and fuel.

Next it was important to ensure that the compressor was in top shape. If you have an early 240, consider swapping to the later bracket from a B230 so you can utilise a Sanden type compressor. If you have an earlier B20 type car, you can still swap the old piston compressor for a Sanden type by changing your bracketry.



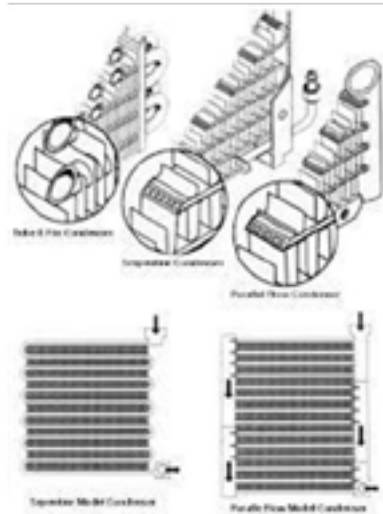
<http://www.sanden.com.au/Consumer/Automotive-Air/Compressor.php>

As the system is all about "cool" the next thing to consider is wiring in an electric fan to cool your condenser. You should wire up the operations via a relay that cuts in at the time when the compressor is on.



You should also ensure that airflow to your condenser is maximised. If you notice that your air works much better at higher speed than at slow speeds, your condenser is the real issue you should focus on.

On that point, I have also changed the condenser type in my 264 to a parallel flow type condenser. This type of condenser is reputedly 30% more efficient than the older tube and fin or serpentine type of condenser that are used in older Volvos.



Finally, your choice of gas is important too. The old R12 was great but not for the atmosphere. The 134a I believe is surpassed by using HR12 (Hychill refrigerant). This seems to get colder and at lower pressures, which is what you want in an old system. You must also ensure you have the right "charge" of gas too. Too much is as bad as too little.

So now I have a system in my 264 that once barely worked but now is one that has no problems even on a hot Queensland day.

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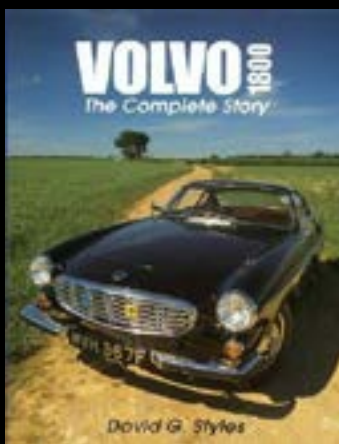
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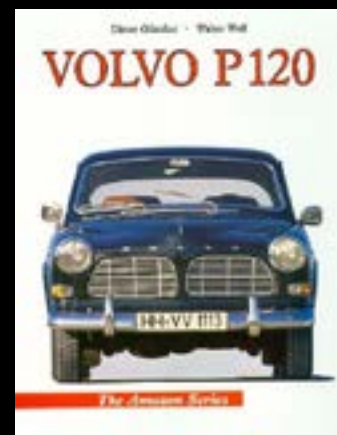
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By Dieter Gunther

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:**.....





Phillip Island Race Weekend

The Phillip Island Classic (6-9 March 2014) is an annual historic motor racing event run by the Victorian Historic Racing Register (VHRR).

Dad and I decided to enter our two P1800s in this year's event and travelled down from Wollongong. Whilst dad was towing his gold 1969 P1800E I opted to drive the 1000 km distance in my relatively stock red 1963 P1800S. We departed Wollongong early on Wednesday morning so we could attend the Volvo Club of Victoria's monthly meeting at the South Camberwell Tennis Club on the Wednesday evening.

Thursday morning saw us arriving at the Phillip Island Grand Prix Circuit at around 9 am. On arrival we were informed that access wouldn't be granted until 12:30 pm. After joining a growing queue of exotic racing cars we noticed a brake caliper leak on the rear of Dad's 1800E. With enough spare parts in the back of the tow vehicle to rebuild a whole P1800, a new seal kit was quickly sourced and put to good use. It was slightly concerning that Dad's 1800E hadn't even left the trailer and we were already making repairs. Fortunately this was the only attention his car needed during the entire weekend.

Access to the track was soon granted and the rush was on to secure a prime spot. Some lucky racers had prime positions within the pit area whilst we erected our marquee in the paddock beside numerous other marquees and a large and impressive transporter. I prepared my P1800 by replacing its wheels with a set of race rubber that we'd brought from home. The atmosphere was electric in the afternoon as hundreds of racing cars arrived from far and wide.

Later in the afternoon we made our way up to the trackside camping ground where we set up camp. With such amazing facilities, incredible views overlooking Bass Strait and three days of racing to come, the excitement was definitely building.

Dad usually races his 1800E in Group SB where the cars are required to have roll cages, drivers are required to have race suits and the racing includes a standing gridded start that commences at the drop of a flag or as the lights go out. But, as my P1800S is very much stock standard on historic NSW registration (not a modified race car) we decided to enter both vehicles in Regularity. Regularity allows "competitors who choose not to race to run their vehicles for the enjoyment of themselves. It is a competition of setting consistent lap times." A Cams Level 2S License is required along with current membership of a Cams-affiliated car club. Basically, Regularity allows anyone to drive their classic car at speed on a race circuit and at minimal cost (race suits and major vehicle modifications are not required). I'd recommend competing in Regularity to anyone interested in doing some track time in their classic Volvo.

Friday morning came and Regularity had the privilege of being first out on track for a dry practice session. This was an amazing experience and one that I'll never forget as I'd only ever seen MotoGP and V8 Supercars racing around the Phillip Island Grand Prix circuit on TV. Travelling flat out down that long straight toward the ocean in the P1800S was sensational and the variety of cars competing in Regularity was just amazing.

It was also great to meet Georgie and Ross Stanton who arrived on Friday afternoon in their beautiful red 1962 P1800. They did however bring the wet weather down from Geelong which made Friday's afternoon session very interesting. Racing a P1800 in the wet is quite fun. It handles and brakes superbly which enables it to show the faster cars how it's done whilst they struggle to get all that horsepower down. A wet track really does level the competition.

I was pushing the red P1800S pretty hard on the penultimate lap of Saturday morning's session when the temp gauge went up and up. The water pump had decided it would have no further involvement in the weekend's proceedings. Luckily we had a spare and we'd have replaced it in no time if it weren't for the constant procession of people passing the marquee and saying "I've got one of these" or "I had one of these" or just to say how much they liked the Volvos. We received so much positive praise over the weekend, no doubt helped by Volvo's recent success in the V8 Supercars.

With a new water pump fitted to my P1800S it went like a dream for the remainder of the weekend and didn't miss a beat during the 1000 km drive back to Wollongong on Monday. Dad's 1800E was even more impressive doing some really amazing lap times for a 4 cylinder Volvo, proving he's still got it...

A big thanks to Dad for preparing two fantastic cars and to all the club members who arrived on Sunday to show support and witness some great historic motor racing. We look forward to returning next year.

Brad Elliott

Volvo Car Club of NSW Inc.

President's Patter



Hello Fellow Members. By the time you read this Easter will be over for another year and the statutory authorities will bring out all the statistics as to whether we have been good or bad drivers over Easter and what further Draconian threats and punishments can be thought up to keep us all in line and scare us into submission.

I think I got my drivers licence at age 17. I was going to Sydney Uni at the time and owned a Standard 10 – think it might have been a Super 10. I think this meant it experienced far more mechanical breakdowns than the more normal Standard 8.

I tell you it was pretty cool to have a car at Uni. I think my Dad did this to keep us in control, because with a car one never had much money or time left to do much with and we spent most weekends at home repairing broken just about 'everything's' on our cars.

My brother had an Austin A30, and Dad had an ex-Government black Holden FC with optional teeth and head smashing chromed assistance handle right across the back of the front seat. I must say that if you could talk Dad into letting you take his car with the front bench seat and column shift, out for a date, you knew you were in for a "good night". (NOT THAT SORT OF A GOOD NIGHT – IT WAS THE 60s). Not that this happened all that often but it was better at the Drive-In than the small uncomfortable bucket seats in the Standard with the long gear lever poking up from the floor.

This car had about half a turn of free play in the steering, could not really stop all that well in dry weather with its undersized drum brakes and narrow tyres all around and did not stop at all if the linings got wet which happened quite a bit. The technology in this car was what one might call "wanting".

However this little car was permitted to travel on suburban roads at 35 miles per hour – sort of around 60kph and once out of the "built up areas" could travel at 60mph – about 100kph, where indicated. But not far out of the "built up areas" and into country areas it could exceed 60mph!! – yes in the **derestricted speed** zones!! I can assure you this made for some exciting driving!!!

The date for this recklessness – well around 1966, and this was all on Dunlop B7+ cross ply tyres. Travelling at anything above about 50mph = 80kph in the new speak, was essentially dangerous to ones-self and the public in general.

We all know now that cars have thankfully improved technologically.

The cars we drive today and for probably the past 20 odd years – since the late 80s are possessed of seat belts, disc brakes on all 4 wheels, ABS, stability controls, better steering, power boosted brakes and the list goes on, radial tyres, wider tyres, and pretty much better everything. One's average car of today is several quantum leaps ahead of what they were just a few decades ago.

But what hasn't changed – well in these 'built up areas' because we have these better cars the speed is lower at 50kph (30mph) and around schools and in some Eastern Suburbs roads even 40kph (25mph). But there are also some suburban roads that are 80kph then it changes to 70kph then to 50kph then back to 60kph then up to 80kph then maybe even 90kph then back to 70kph – yep – we all have had this experience where we spend more time keeping our eye on the speedo instead of the road!

Then out in the country we can do 110kph which is 66mph in the old speak.

Yep 6 kph more than 48 years ago ! This is progress?? But even more – there are now a myriad of devices – police in-car radar cameras, fixed radar cameras – with HUGE signs warning of their presence – but they still score quite a few hits and raise considerable revenue for respective state governments; random speed cameras – this is the terror principal. It used to be just the domain of some South American death squads to strike fear into the poor souls trying to get on with their simple lives – well state governments have adopted this same terror principal – 'you never know when there will be a speed camera around the next corner'. So don't get the safest line on the corner – NO check your speed and brake heavily into the corner to improve ones chances of getting out of control because you saw you were 3kph over the speed limit!!

On the way back from a recent club event travelling along the Hume Highway at 110 kph there are signs that warn you that your average speed is being estimated – so stay scared AND you are also being watched from the air – yes we are warned of aerial speed surveillance.

I ASK YOU HAS ANY ONE SEEN A SPOTTER AIRPLANE CHECKING SPEED ALONG THE HUME HIGHWAY?

Give me a break!

I thought a good driver was a relaxed driver who was concentrating on the driving, not whether the next corner or clump of trees disguised another police radar.

There also used to be the "Three C" principle to driving; we were told that **C**are, **C**ourtesy and **C**ommonsense were three guiding principles in driving.

Well if anyone thinks they still hold to the C, C & C formula – let me know.

It is now the 3Fs, principle – fines, fines and more fines

But 'we' are still getting killed, 'we' are still being booked for speeding in ever increasing numbers.

Maybe it is the people technology that has not kept up with the car technology?

Happy motoring ,

Ted Warner

Eling Forest Winery

Sunday 6th April.....and it's off to Sutton Forest to the Eling Forest Winery. This was a revisit and we had a good turnout of 25 people.

We met up at the 'Twin Servos' on the Hume Highway at Pheasant's Nest.....curious name for a town, but then when you think of some of the Aboriginal names we have come up with to bamboozle tourists, it's not that strange I guess.

The half-hour tour of the winery and demonstration of the process of turning grapes into very drinkable wines (I might add) was fascinating.

The difference between a good and a bad wine depends on the outcome of so many different factors; some controllable. Others, like climate are not. Creating these lovely wines is definitely a delicate balancing act. It is an art not just a process.

Eling Forest is a boutique winery which has facilities for weddings and accommodation as well as an excellent café. The staff went out of their way to make us feel welcome.

When I left at about 2pm for the long drive home most of the gang were still there and it looked like they wouldn't be moving any time soon either.....I'd say there could be a return visit in the future.

Jules



Committee 2014



Affiliate of the Council of Motor Clubs

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Monthly General Meetings

Greyhound Social Club

140 Rookwood Road, Yagoona

First Wednesday of every month from February to December.

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



Make sure you keep an eye on the website, and emails for any changes / updates to the calendar.

Sunday 25th May

Illawarra Fly Tree Top Walk

This is a new event for our club and it looks like a beauty. All the details on the next page.

Sunday 22nd June

Avoca Beach Cafe

Yet another repeat outing. This was probably one of the best attended outings last year. I'll put some information together for you for the next issue of the magazine.

Saturday 19 & Sunday 20 July

Christmas in July - Undecided as yet.

We are looking at venues in the Blue Mountains. We held the event a few years ago, at Gardner's Inn in Blackheath. The Mountains are great in winter and it was a lovely cosy dinner and a good old chat around the fire later in the evening.

We made a weekend of it and there was plenty of time for some serious shopping. Leura, in particular, is a tourist Mecca and is full of wonderful boutiques and cafes. There's a favourite spot of mine, at the bottom of the main street and turn left round the corner, called *Bygone Beauties*. If you love antiques this is the place for you; room after room full of them. A warm fire and hot tea & scones. Doesn't get any better.



Sunday 17th August

Shannons Sydney Classic

The major event of the year. Over 1900 classic cars, trucks, military vehicles; double-decker bus rides around the track; lots for the kids to see and do; live music; it has it all. The event gets bigger and better every year. We will have booked 30 spaces and a garage for the day.

Saturday 20 & Sunday 21 September

Richmond to Bathurst Run Weekend

Second time around for this event as well and another popular event. We will be fine tuning the details soon so keep an eye out in the next issue and on the website.

TBA October

A Day at the Races

We have yet to set a date for the race day. Our friend Stuart Allsopp is organising it again this year. We'll let you know the details as soon as we have them.

Saturday 29th November

Christmas Party

The party this year is to be held at the Neale Residence in Pymble.

We opted for something more personal as last year at the Motorboat Club felt a bit flat and disjointed. The room was too big; we were too spread out and the atmosphere was lacking something so, we decided to go back to having it at a members home. The best parties we have had in the last few years were at the Thompson residence. This formula worked so we're going back to it, but at a different venue. Syd and Dani Neale have very kindly opened their home to us this year. Again, we have yet to fine tune the details. We'll get back to you on this one as well

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	dolly_d@tpg.com.au
	Gerry Lister	02 9499 6666	0412 221 211 info@volvoldownunder.com.au
122 series	Ted Warner	9521 8204	tw@firstneon.com.au
	Gerry Lister	02 9499 6666	0412 221 211 info@volvoldownunder.com.au
140 Series	Gerry Lister	02 9499 6666	0412 221 211 info@volvoldownunder.com.au
160 Series	Gerry Lister	02 9499 6666	0412 221 211 info@volvoldownunder.com.au
240 & 260 Series	Savvas Koutrouzas	02 9310 414	
740 Series	Savvas Koutrouzas	02 9310 414	
850 & 940 Series	Ralph Diaz	02 4296 4951	dolly_d@tpg.com.au
General			
Technicals	Mike Mitz	0433 116 763	americanmike@gmail.com

Our Next Outing

Illawarra Fly Treetop Walk - Sunday 25th May 2014



The award winning Illawarra Fly Treetop Walk is one of Australia's premier treetop walk experiences.

The only walk of its kind in NSW and one of only a handful of elevated steel treetop walks in the world, the 'Fly' is an immersive nature experience. The gentle 1.5km return walk takes in native rainforest, the steel walkway which features two gently swaying cantilevered arms, and a central tower raised nearly 50 metres from the forest floor. Positioned 710 metres above sea level, the stunning views take in everything from the rainforest floor into the canopy and out to the Pacific Ocean.

Suitable for all ages and fitness levels, the Treetop Walk is a one of a kind experience that captures the unique beauty of the regions flora and fauna and takes approximately 1 hour to complete. Wheelchair and pram accessible with a courtesy cart available if required. With stunning views, guided tours, a visitor centre and cafe, the Fly is a great place for a day out for families, couples or groups of friends. Located in the Southern Highlands of New South Wales, less than two hours from Sydney or Canberra.

For further information please call **1300 362 881**.

NOTE: The Club will meet at the 7-11 Servo at Pheasant's Nest at around 10am with a view to leaving by 10:30. A leisurely drive will take us approximately 1½ hours from Pheasants Nest to the Treetop Walk.

For older cars, it's probably better to take the Hume Highway route as Macquarie Pass is a somewhat difficult drive; it's quite steep with lots of twists and turns.

From Sydney	Two options – travel down the Hume Highway and take the Bowral turn-off, then drive through the lovely Southern Highlands to Robertson and follow the signs from the Famous Robertson Pie Shop. OR Travel down the picturesque Grand Pacific Drive – take the Illawarra Hwy (Macquarie Pass) towards Robertson. Turn left at the 'famous' Robertson Pie Shop onto Jamberoo Mountain Road. Travel 10 kms and turn left at Knights Hill Road.
From the Southern Highlands	10 minutes from Robertson, via Jamberoo Mountain Road, taking the turn opposite the 'famous' Robertson Pie Shop towards Kiama.
From Kiama – South Coast	25 minutes from Kiama, via Jamberoo and Jamberoo Mountain Roads- 15 minutes past Minnamurra Rainforest – towards Robertson.
GPS Coordinates	- S34 37.280 E150 42.100

- * 1.5km Return walk
- * 50m above the forest floor.
- * 710m above sea level
- * Stunning views
- * Takes 1 hour to complete the walk
- * Suitable for all ages and fitness levels
- * Wheelchair and pram accessible
- * Free guided tours 11am daily
- * Visitor Centre

- * Café open 9-5 daily
- * Best Scones Ever
- * On-site parking

If we have more than 10 people the cost is

\$18 per adult and \$8 for a child.

Book early so you don't miss out.

RSVP 15th May absolute latest

hollymist@bigpond.com

Show 'N' Shine 2014 - The Cars

Well, its Show 'N' Shine day and its rainingagain!!

Seems to me we keep getting rained out, which is one reason why we opted for an indoor event this time. Our event was held at the Hills Lodge, at Castle Hill in the North Western suburbs of Sydney.

For the last 25 years, I have been a regular visitor to The Lodge. My sister, who lives in Queensland, stays there when she comes down to Sydney to visit family, so the staff and management of The Lodge have become more like friends.

We have been looking for a venue for next year's '2015 Volvo National Rally', and because this venue is a 'known quantity' so to speak, we decided to hold the Show 'N' Shine there to try it out, see if it measures up for the Rally.

The rain kept us indoors most of the time, but we were most comfortable and very ably looked after by the friendly staff. The food was top quality and very reasonably priced, given this is one of Sydney's best 4½ star boutique hotels.

The location is perfect because its only a 15-20 minute drive to Sydney Motorsport Park where the Shannons Sydney Classic (SSC) is held. The 2015 Rally weekend coincides with the SSC, so we will be spending the Sunday at this event. For those of you who haven't attended the SSC before, you're in for a treat.....we usually have around 1800-2000 cars attending and we literally fill the venue, There's merchandise to buy, clowns and face painting for the kids; double decker bus rides around the track; live music...and you get to do a couple of laps around SMP. So we'll see what eventuates.

We will be looking at other venues just to make sure we have it right.

We have appointed a Rally Sub-Committee and we'll be getting together in the very near future to start the ball rolling. Its turning out to be a great weekend and we'll give you all more details as soon as we can.



Show 'N' Shine 2014 - The Cars



The Presidential Limo !



VOLVOS show-n-shine.

What a great way to start 2014! After arriving in the rain at the beautiful Lodge Hotel/Motel at Castle Hill we did the usual 'meet-n-greet' then had a look at the impressive line up of rain spattered Volvos waiting to be judged. Amongst the line up was a mystery 'Hybrid Concept' Volvo (on show only) which caused much confusion amongst the voters. We then had a buffet lunch which was a 'foodies' delight! The next item on the agenda was the voting, so everyone ran out into the rain (they were all so quick I think they must have run out, voted for their own car and run back in again!). Votes were counted, winners were declared and presented with their trophies. A surprise trophy was given out to the owners of the mystery 'Hybrid Concept' Volvo which I must admit belongs to us. We 'tarted up' our current black CRV with the old Volvo grill, badges and bits and pieces from our old black 'Hearse' which had won 9 out of 10 previous 'show-n-shine' days. Sincerest thanks for our trophy it sure caused a lot of fun and laughs throughout the day!

Excellent venue, excellent food, and to a wonderful committee our sincerest thanks to you all. Well done!!

Judy Bransgrove



What the ???



Show 'N' Shine 2014 - The People



**El Presidentè in
fine form....**



& the Trophies

Graham Jeffrey

Best 120 and Car of the Day

Russ Arnold

Best 1800

Joe Cilia

Best 140 / 160

Vic Kalgovas

Best 242 GT

James Ducker (the young very tall guy)

Best 740

Cameron & Em Lucas (\$60)

Best post 2000, 60, 70 etc -

Les & Pauline Pali

Encouragement - for the superb P1800S

Arthur & Judy Brangrove

For being good sports



Dani.....our club barrel girl



My Bit & Laugh Linesby Jules

Hi All

Jeez, it Easter already!! I guess its because I'm on the downhill slide to being an old chook. Seriously, where do the years go. If anyone finds them please send them back.....I need them !!!!



We have a great year lined up and next year looks even better with the 2015 Rally. We're hoping to have some overseas guests attending and it's shaping up to be a great weekend.

We have some new young members this year. It's great to see some young ones getting involved because otherwise these great old cars will just end up in a museum or private collection....sitting in a shed of some kind gathering dust instead of being driven. That would be a great pity.

I hope you enjoy the funnies this month. I get so many emailed to me that its hard to know which ones to put in the magazine. Some of them are truly hilarious, but they definitely aren't suitable for a family magazine, if you know what I mean. Enjoy these anyway, Talk to you soon.

Jules



**That moment
in an epic movie**



GPS POEM

I have a little GPS
I've had it all my life
It's better than the normal ones

My GPS is my wife
It gives me full instructions
Especially how to drive
"It's sixty k's an hour", it says
"You're doing sixty five"

It tells me when to stop and start
And when to use the brake
And tells me that it's never ever
Safe to overtake

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

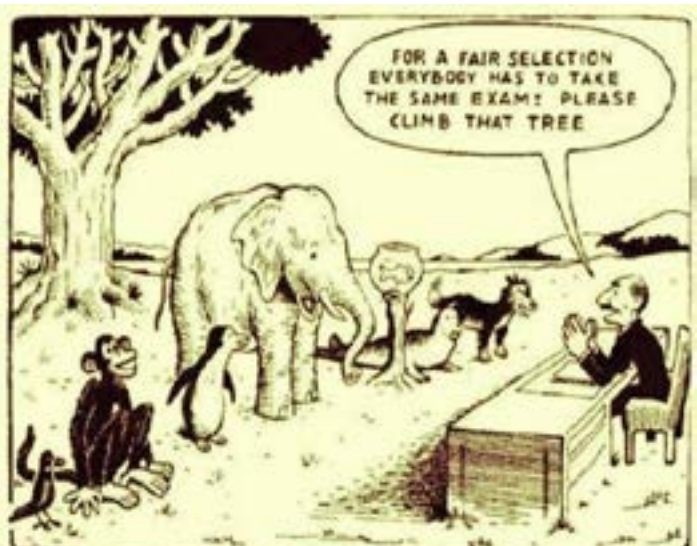
It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear.

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice.

It fills me up with counseling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed,
It washes all my shirts and things
And - lets me have a shed.

Despite all these advantages
And my tendency to scoff,
I do wish that once in a while
I could turn the damned thing off !!



Our Education System

"Everybody is a genius. But if you judge a fish by its ability to climb a tree, it will live its whole life believing that it is stupid."

- Albert Einstein

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.

SCALE JIM RICHARDS 850 RACE CAR

Hi Volvo Collectors! Just released is this 850 race car with Jim Richards as the driver. It is the same Brock 850 we sold before but this model is based on the support race at Bathurst in where Jim Richards drove the car for three races



and won the last one in the rain. As usual these are in very limited numbers (less than Brock's edition of 2500 or so) so keep you eyes open for the model at your local supplier or the net sellers for a good deal. RRP approx \$195. VP Tuning

1999 V70 265000 km, has new spare windscreen, new front struts, near new



tyres, very good condition. \$4500
Contact David 0419 330 389.

MIKE BATTEN'S 1961 VOLVO PV544

RALLY CAR. Fully prepared for Targa tarmac rallies. Price \$66,500. For full details see the club's web Marketplace section. Additional spare car in fair condition, mostly complete except for engine and gearbox. The vehicle has been stripped down ready for rust removal and panel beating. It is suitable for a



restoration body job but there may be missing parts that make it unsuitable to rebuild into a complete restoration project. Price \$2,700. Contact Mike Batten 02 4680 9269 mbbatten@yahoo.com.au

1969 122S 2-DOOR COUPE Asking \$19,500. Contact David 0419 330 389



1997 S90 Well loved and cared for car that is truly a future classic. Same family since new from uncle to father to son. Original cost near \$90,000 in 1997. Never been in an accident however some very, very minor parking marks. Complete Volvo



dealership service history with nothing spared. Car drives really well. Sunroof, heated seats and all other extras. Arctic white duco with Grey Connolly leather trim. Travelled 228klms, timing belts changed at 215klms. It is a great grand lady (last of the rear wheel drives) that hopefully goes to a Volvo home. Car is currently in Brisbane with QLD rego until April 2014. Price is \$4,400. Contact Kel Gibson 0407 665 360

2003 V40 PHASE 2 TURBO 2.0 LITRE

Well cared for automatic vehicle with 167klms. Very pretty accident free car lady drivers. Black leather interior and complete Volvo Euro dealer history and servicing. Timing belts, new radiator, water pump and new brakes all done last month in



preparation for sale. Ideal city car, multiple airbags, SIPS and curtain airbags and nothing to spend. Currently registered in QLD until July 2014. Price \$8,800. Contact Kel Gibson 0407 665 360

1800ES AUTOMATIC California White, Blue Interior. \$19,900 ono. Perth, WA. 1800ES #3506 is very original, and its only real issue is that it needs a new coat of new paint. It goes like a charm and is great fun to drive. I drove it across the Nullabor from Toogoom in Qld! Never missed a beat. It's been my daily driver for around 5 years,



including trips through the southwest and south coast. And it's a better car now than when bought, with work having been done to the grille, gearbox (reconditioned automatic), and suspension, brakes and injection systems having all been improved by Swedish Car Co. It had to go over the pits to be registered in WA - we replaced the indicator cylinder and the ball joints. History from new: the car was originally bought from Volvo Exports in Gothenburg in Sweden, driven in Europe, then imported to Newcastle, NSW, by an engineer - though there's a service history gap due to a fire at the Viking Motors. I have the list of owners. Genuine inquiries welcome: 0417 950 061. Gerard Siero, Burswood, WA.

1986 740GL Exceptional all round



condition. Silver with red velour trim. 2 owners. 170,000 klms. Full service history. New Continental tyres. Alarm. Currently on club plates. \$2900 with RWC. Contact Steve 0411 818 799.

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.

242GT SEATS 2x front (complete). Back cushion & backrest. Good to fair condition. \$250. Sydney. Graham Bennett. 0408 600 475

B20 ENGINE with aluminium Repco Head. Very rare. Currently dismantled for inspection, and has had substantial reconditioning. Contact Terry King 02 4441 6317, 0405 479 906, or email dominatorenines@hotmail.com

POSTERS 60's to 80's - most series - from \$25 plus post. Also, original owner's handbooks, 544 to 7-series. Sydney. Graham Bennett. 0408 600 475

1977 VOLVO 66DL Left-hand drive. Body and mechanical condition are good and many works have been completed before I imported it late 2010. The car is NOT in original condition as it has been cosmetically altered to look a bit more rally-like. It has the DAF designed variomatic and is on club rego.



I am starting to loose interest and hope someone else is enthusiastic about it because it is (probably) the only one in Australia. An English workshop manual can

be arranged and spare parts are available through the DAF club in Holland. The car comes with a number of spare parts. Price to be negotiated. For any info call me on 0468 380 977

1963 122S SEDAN Sage green. One owner since 1963. Complete service record - Original bill of sale and insurance from 1963. Mileage: 94304. This beautiful Volvo sedan is in original condition. It belonged to Neal Edwards (ex-Club Member) from Ivanhoe, now deceased. It is being sold by the Executor, who was a life time friend. Very carefully looked after, serviced regularly, and even though in the last few years the owner was unable to drive, the engine was regularly turned over, and tyres kept to pressure. To the best of our knowledge it has never been involved in



an accident. Currently registered until July 2014. The car has been left in its original state for sale left as found in the garage, where it has been protected from the elements (aside from washing off the layer of dust). Asking \$7000. For all enquiries, please contact Lynn Muller. Inspection by appointment. Further photos available. E: lynnmuller@ozemail.com.au Mob: 0412 252 659 Home: 03 9813 0581

BEAM-TYPE PAOYI AERO WIPERS Tested to over 1 million wipes for lower noise and longer durability. Complete with 7 adaptors to suit 99 percent of cars. Various sizes available direct from the importer



only \$15 ea. Contact Andrew at Daley Prestige Repairs 0404 646 365 or email andrew@daleyprestigerepairs.com.au

EZ POWER STEERING KIT, MK 1 Fits all Volvo 1800s. New in the box. It fits to the top end of the steering column and it's electronic, so it uses no engine power. It has no belts hoses or pumps. It's made



in Europe and is top quality. The latest version sells for \$2700. My price \$ 2100. Call Wayne. (Perth) 0408 168 718

1800ES LEFT HAND TAIL LIGHT

Complete with chrome body. Second



hand but it is in perfect condition. \$250. Call Wayne (Perth) 0408 168 718

VOLVO GT REPRODUCTION BADGES

New production 142GT badges - very good quality (better-made than original). See the website www.inscribe.com.au and ring Chris Calleja 03 9465 7631 or email chris@inscribe.com.au for pricing/details.

VOLVO 1800 LOGO KEY RINGS

Nice addition to your classic Volvo! \$15 including postage within Australia. Please contact Lee via email classicvolvogirl@gmail.com







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WWW.DVS.NET.AU



VP Tuning



Volvo Performance Parts
Mark Richardson

PO Box 3008
Geelong VIC 3210
Australia

mobile: 0403 818 140
email: mark@vp-tuning.com.au

Volvo Car Australian Dealers

New South Wales

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

Australian Capital Territory

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

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

Queensland

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

Western Australia

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

South Australia

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

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

Performance Automobiles	281 - 301 Argyle St	Hobart	TAS	7000	03 6210 7000
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If undeliverable, please return to:

Volvo Club of Victoria
PO Box 3011, Moorabbin East
Victoria 3189

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