

# ROLLING

AUSTRALIA

NO.217 NOVEMBER/DECEMBER 2014



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# ROLLING

## Rolling Australia November/December 2014, Issue 217

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 December 2014.

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# Victorian events calendar

Nov

## 5 (Wed)

### Night meeting, 8pm

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

## 23 (Sun)

### Club Christmas lunch and awards presentation

As per usual, we'll have the Christmas Lunch at the Waverley RSL, 161 Coleman Parade, Glen Waverley. 3-course meal with sharing platter, choice of mains, dessert and tea/coffee/soft drinks. \$35 per person (cost partly subsidised by the club). Arrive at noon for a 12:30 lunch sitting. After lunch, we'll proceed into the member's lounge for door prizes and the Display Day awards presentation. Advise Heino Nowatzky 0425 705 045 ASAP if you plan to attend as we need to provide the venue with a head count.

## 29 (Sat)

### Annual Club safety check day at Voldat

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

Dec

## 3 (Wed)

### Night meeting and BBQ at Voldat, 7pm

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

No night meeting in January - HAPPY NEW YEAR!

Jan

## 18 (Sun)

### Monthly club run - RACV Great Australian Rally

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

## 26 (Mon)

### Australia Day picnic and Federation vehicle display

Held at King's Domain Park. Entries close 30th November, for cars 25 years and older only. Entry form can be downloaded from: <http://www.australiaday.vic.gov.au/wp-content/uploads/2014/10/140606.40-Australia-Day-2015-Car-Entry-Form-2.pdf>. As a number of "regulars" attend every year, please contact John Johnson on 9553-1091 if you are entering so we can meet beforehand and enter as a group to park together.

Feb

## 4 (Wed)

### Night meeting, 8pm

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

## 22 (Sun)

### Annual display day

Note NEW VENUE! Mornington Racecourse (NOT Flemington this year!!) Address: 320 Racecourse Road, Mornington. Come along and put your car on display along with many other club members, and enjoy a free BBQ lunch. People's Choice voting for the best cars in various categories. Event held in conjunction with the RACV Classic Showcase car display ([www.aomc.asn.au/B&Eshow15.htm](http://www.aomc.asn.au/B&Eshow15.htm)) - so plenty to see and do including car memorabilia vendors, food and entertainment. Arrive by 9AM so we can get parked in an orderly fashion in our designated club display area. Any questions, please contact club president Heino Nowatzky 0425 705 045.

# President's prattle



## THE FESTIVE SEASON

As this is the last magazine for the year it means we are rushing headlong into the festive or silly season. The Victorian Volvo Club Christmas lunch will be held a little bit earlier this year; the 23rd November; so that we can free up late November and early December for all those other Christmas parties that invariably crop up.

I don't know how many of you were glued to the television screen on Sunday 12th October for the Bathurst 1000. I know a few of you were there at the track. While the final result was a disappointment to Volvo supporters and the GRM team I still took great delight in seeing a Volvo lead the pack up the mountain

is/are no changes to what was previously allowable or legal under the current scheme and in fact under full registration requirements. I can understand VicRoads taking the stance it is as the continuation path is complex and while it may be easy to represent the P1800 being a continuation model (1961 to 1973) I can assure you that there are those in the car fraternity that believe the Porsche 911 is a continuation model right up to the current model and derivatives. Don't try and get a definitive answer on Holdens or Australian Fords (logic plays no part as it appears emotions run high). Do not feel hard done by as the South Australian regulations (on which the Victorian scheme is modelled in part) do not allow for any modifications.



for the first lap (and many others). It was a weird race and the final results were to say the least unexpected. The Volvo's looked great and had fantastic pace. Keep up the good work GRM.

VicRoads has sent a letter to the Club reference the proposed changes to the Victorian Club Permit Scheme. While it is now clear there will be a separate scheme for modified vehicles (that will be plated with an M for Modified not H for Historic number plate), there is still some discussion on what is considered a modification and what is allowable under the Historic scheme. There are a number of 'allowable concessions' for pre-1969 build date vehicles but it now seems certain that there will not be any 'continuation allowances' for post 1968 build date vehicles (pre 1969). What that means is that if your Volvo was built before the 1st January 1969 you have a little bit more flexibility on what you can do to the car and still keep it on the Historic Scheme. It's not all doom and gloom for post 1968 model cars though as the reality is there

More to come in a separate article in the New Year when the final decision has been made by VicRoads.

I would like to welcome a new Volvo Club to magazine, the newly formed Sunshine State Volvo Club is up and running in South QLD. Welcome guys, it will be nice to have your own pages and coverage.

A quick note that the Classic Car Showcase, which is our annual Show and Shine, is moving to Mornington Racecourse (not Flemington) for the next two years. We have arranged a grassed area for our display. The event will also be earlier in the year on 22nd February.

My Family and I wish you all a very Merry Christmas and a Wonderful New Year. Enjoy time with your families, stay safe and well, and maybe Santa will bring you something nice.

*Until next time  
Heino Nowatzky*



# Ed[itor]'s note

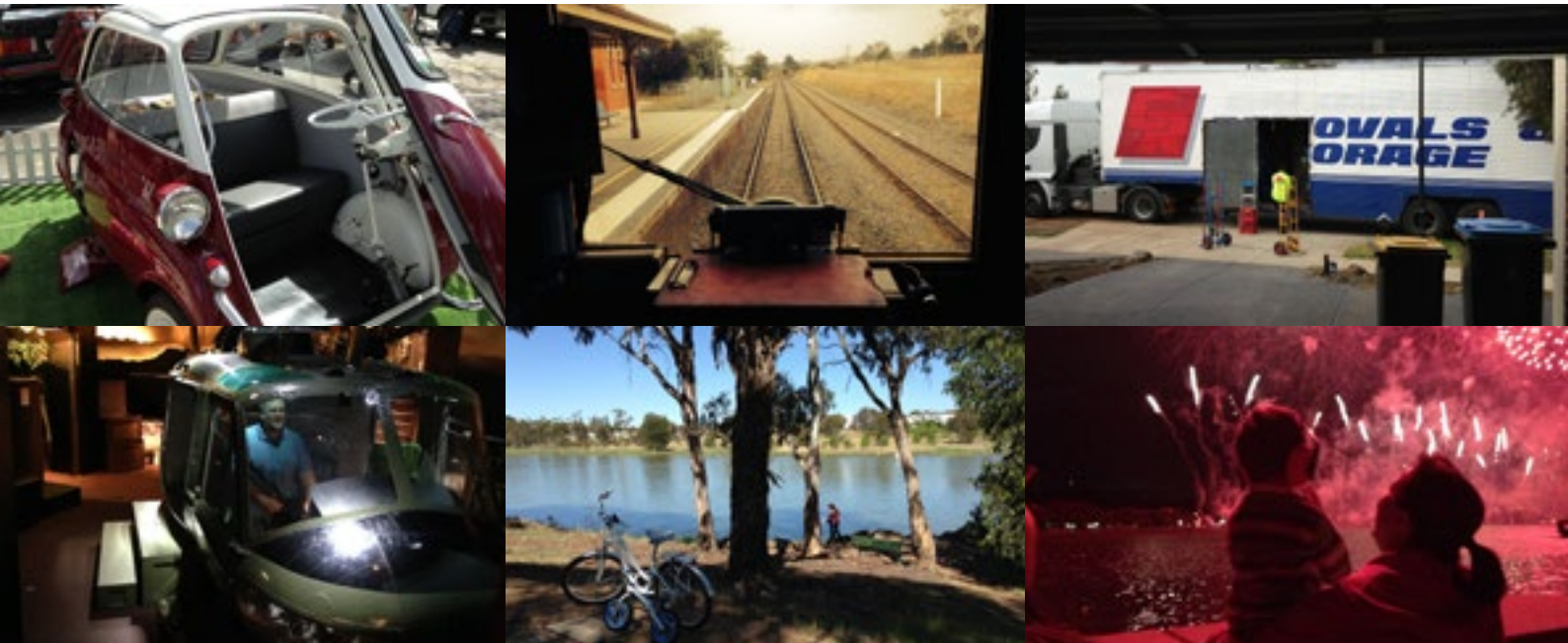


Wow. So it's nearing the end of 2014 and here I am in Canberra writing an Editor's note! Around this time last year – just before the election – I had just moved to Canberra and was finding my way in the land of the long white roundabout. Little did I think I would assume the role from Greg (congrats and thank you for your sterling service Greg!) and be figuring out how to write this.

So what's it like moving from a bustling metropolis like Melbourne the relatively rural Canberra? Well it's been great. Not at all what people make it out to be. Both the traffic and Canberra in general remind me of Hobart in Tasmania. With minimal traffic, good roads and short distances, I really do find myself thinking there's heavy traffic when there's more than half a dozen cars waiting at the lights!

I tell you what though, I am certainly looking forward to getting back down to Melbourne next year (when I get a breather from contracting, freelancing and starting our small business) and picking up the 240. I think I've come to the conclusion that the supercharger will be taken off, the engine binned and a turbo engine put back in. Maybe throw on a turbo from an 850/S70 or go with something like a ball-bearing Garrett. Whichever way I go, I'm really looking forward to getting back behind the wheel and driving it through the beautiful and twisting hills around Canberra. Our daily driver Aurion is a very good car but it just doesn't have the soul of the 240.

But enough cars, let's talk politics! One good effect of Canberra, that I urge people across Australia to do, is to start taking more of an interest in Federal



But – and there's always a but – because of this lack of heavy traffic, relatively new cars and the great roads, people here haven't worked out how to drive in traffic. In fact, the general rule of thumb is to drive at 20kph over the posted speed limit – regardless of where you are. In an built up area? 70kph. On a main road? 100kph. On the freeway? 130kph. With so many wide, dual lane roads and travelling at 95kph, people here seem to have forgotten the keep left and two second rules. According to the adverts on TV, around half of insurance claims in the ACT are for rear enders – I can definitely see why!

There is a good side to this though, there's a lot less aggro on the road. People let others in, people are happy to wait for you to park or cross the road and there's very little road rage. Although there's an element of long termers here knowing half the drivers on the road personally, I think it's a much more relaxed driving experience.

politics. I may live in the city where the decisions that affect us all are made, but the people that make those decisions are chosen by you! I watched the budget reply in person and took great delight in watching the behaviour and reactions of our politicians as it happened.

My own allegiances aside, whether you vote or follow Liberal, Labor, Greens or PUP doesn't matter – we all need to understand what's going on and keep an eye on what's happening. To use a famous Australian quote, we all need to “keep the bastards honest!”

So that's all for me this issue. It's great to see more people approaching us with articles, ideas and their projects. You get my thanks and I hope that we get to add more of your stories into upcoming magazines.

*In the best tradition of Peter Harvey:  
Ben Winkler... Canberra.*

# Club noticeboard

## Membership update

As of 10th October we have 254 financial members and 24 members who are unfinancial. If you are unsure of your membership expiry date, please look at the label on your most recent club magazine as the date is printed on it. You should also receive a customised renewal form in the magazine when your membership is due. Please review your details and return the form with your payment, or if you pay

via direct deposit, you can email me any changes. Be sure to put your name and membership number in the direct deposit transaction description so we know where the money is coming from! If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401 713 595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com).

## 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 and Greg Sievert.

## Website update

The club's website has undergone a fairly significant update, with a much simpler CMS allowing more committee members (big thanks to Daniel and Darcy) to update and add new content. There will be some lag while we get the latest galleries up

there but we do have adverts and member car galleries already up and running. With adverts, links and galleries being added every week, it's a great Volvo resource online for members and the public.

*Ben Winkler*

## WELCOME NEW MEMBERS (AS OF 10TH OCTOBER):

Michael & Gillian Hund

Barry McCann & Hilary Knight  
122S

Des & Penny Hocking  
1800S

Richard de Lautour  
240

Philip Scott & Angela Reid  
940GL

Dalia Bluzer  
240GL

## TREASURER'S REPORT:

The club's bank balance on 10th October was \$11,209.34. For any questions about the club's finances, please contact Adrian Beavis on 0402 203 437 (AH)

## MAGAZINE POSTAGE (ALL CLUBS!)

Please contact the Membership Secretary, Greg Sievert ([greg.sievert@gmail.com](mailto: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.



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# A 2 litre with 450hp?

## Volvo/Polestar win in Sweden

Congrats to Thed Bjork and Volvo/ Polestar for winning the Swedish Touring Car Championship 2014.

It was not an easy win this season and basically was secured only in the last race meeting. Congrats also to Fredrik Ekblom who came third!

See all on [www.stcc.se](http://www.stcc.se) for pictures, videos and results.

Mark Richardson



Volvo delivers a unique combination of performance and efficiency with the High Performance Drive-E Powertrain Concept - a triple boost 2-liter 4-cylinder petrol engine with no less than 450 hp.

The 450 hp High Performance Drive-E Powertrain Concept is based on a set of technologies not usually found in a four cylinder engine. The engine utilizes two parallel turbochargers, which are fed by an electrically powered turbo-compressor. The compressed air from this unit, rather than being fed to the cylinders, is instead used to spool up the two parallel turbochargers. Fuel is fed by a dual fuel pump working at 250 bar pressure. With this kind of power

density, this triple boost installation and unique fuel system, enables a very dynamic drivability without any turbo lag, compared to a mono-turbo.

"There are several high power small size applications where one large turbo is used to create a high level of power available from other manufacturers, but the driving experience suffers due to slow engine response. We felt that with our heritage of being among the first car companies to embrace and offer a broad range of turbo technology since 1981, that we could improve this," says Michael Fleiss, Vice President of Powertrain Engineering at Volvo Car Group.

Source: Volvo



## Volvo dynamic safety works!

Lance found these pics in his archive while searching for something else. Apparently the 240 wagon was towing a caravan and had an unfortunate mishap with a road train in WA... and occupants survived. A testament to the safety of the 240 series, well ahead of its time!

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# New XC90 R-Design



Volvo Cars has released the first images of the R-Design version of the all new XC90, aimed at buyers looking for a head-turner that radiates a truly sporty and dynamic look. The interior features sports seats in Nubuck textile and perforated leather with a choice of Drive-E engines offering up to 400 hp.

The R-Design exterior includes a number of distinguishing details, such as grille, front spoiler, silk metal window trim, integrated dual tailpipes, bright roof rails and mirror covers in matte silver. 20-inch or optional 22-inch R-Design alloy wheels complete the stylish, dynamic look.

Inside, the sports seats and perforated leather steering wheel are accompanied

by special R-Design details, such as gearshift knob, pedals, floor mats and illuminated tread plates. The driver also gets an exclusive R-Design leather key remote control.

R-Design is one of four choices in Volvo Cars' reinvented trim level strategy, which resembles a tree with two branches. Kinetic is the base, followed by the very competitive Momentum level.

Inscription and R-Design form the two branches on the tree. The Inscription package is designed for customers that want an elegant look and a luxurious experience, while R-Design has a sporty and dynamic aura.

Source: Volvo

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## Winton fun day

Kevin Holden and Mark Iceton recently attended the Winton Fun Day. Mark was in the S60R and Kevin driving Mark's 740T. Word has it the S60 stuck like glue, but Kevin had a bit of trouble keeping the 740 on the bitumen!



## Larissa Darragh

Larissa is a club member who's got a great eye when combing her camera, classic P1800 and beautiful models. Larissa will be writing an article for use next issue, but in the meantime here's a sneak preview.

# Clayton's GT update

Well it has been a while since my last instalment about Benny as I have been away. I have forgotten where I was up to with the last instalment so forgive me if I repeat myself (I am very old after all). I have forgotten where I was up to with the last instalment so forgive me if I repeat myself (that sounds familiar!).

Firstly, we did not get Benny's motor running despite the appearance of our favourite Scandinavian mechanic, Peer (the Norse God of Volvos). To start with we could not get fuel up due to a malfunctioning fuel pump. We have spares but not one of them worked so we pinched the good one out of Bjorn (my nephew's 242GT - can't remember if we told him!). Note to selves - you have spent a good deal of money on this car - next time buy a bloody new fuel pump and don't be such a pair of tight-rrrrses! Now we had fuel but found that the fuel distribution block (which is conveniently placed UNDER the inlet manifold) had carked it and was not distributing as advertised. Peer said something in Scandinavian that was probably not complimentary or understandable. He removed it in no time, whereas I would have needed the fire brigade to extract me from under the inlet manifold. It had to be sent off to Melbourne to be reconditioned. Have not got the bill for that one and am afraid to ask! Also he ordered a new fuel pump and accumulator for us.

So we did some other things instead.



Right door fitted and operating very nicely - opens, closes and has not fallen on me - I consider it a success!



Trial fitting of front bumper - bit dusty but will look great when fitted with its bits and pieces



Left door fitted but I think that I have shown you that photo before.



Benny has his identity back.



Nice shiny inner guard!



Right guard fitted with bumper trial fitted for the photo - starting to look more like a car!

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While I was away, Peer (the Norse God of Volvos) got hold of the correct power steering bracket for a Volvo without aircon. It is now painted and fitted with the pump in place - looks very nice but we still have to do something about that grotty dizzy.



Really starting to look like a whole car. Wayne has just discovered that the bonnet has been refitted.



The left guard in place. The two fuglies in the photo are my son, Wayne, on the left and my nephew, Jared (owner of Bjorn), on the right. Jared looks like he's just discovered that his fuel pump is missing and wondering where it is. Wayne knows but isn't telling!



That, ladies and gentlemen, is a running motor which is very difficult to portray in a still medium! You'll just have to believe me.

Peer returned with the fuel distribution block and fitted it in no time along with a new fuel pump and accumulator - suddenly fuel, with distribution, spark and compression resulted in a running motor.

It was very loud as we don't have an exhaust system on but it was beautiful to hear and none of us could stop smiling. It was a great moment for Rod and I after nearly three years. We have brought this car back to life.

Benny has a Facebook page (or whatever it is called) as *VolvoTwoFourTwo* and you can hear the recording of the first starting on there.

We already had oil in the auto box but let it warm up, checked it, topped it up before putting it in gear for the first time. It went into gear without a noise and I drove it backwards and forwards a number of times and Rod got to drive it into the garage for the first time.

Our sincere thanks to Peer - he built a great motor and now has got it running for us.

*Clayton Wilson*

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# A minor story and two minis

This is a story that stretches from 1948 to 2014 and covers three cars. The 1948 to 1972 Morris Minor, the BMC Mini 1959 to 2000, and the BMW Mini from 2001 to 2014.

## THE MORRIS MINOR



*The Morris Minor*

In 1948 the Holden FX was announced to a blaze of publicity in newspapers and on radio. The Prime Minister, Ben Chifflay, was photographed with one.

But a chubby, cheeky, little car made its debut at the Earl's Court Motor Show in London 20th September 1948. It was the Morris Minor - because of the shortage of steel (and almost everything else) only a trickle made their way to Australia. They were immediately snapped up by buyers... not because they were wonderful but because they were NEW. In the late 1940's there was a huge pent-up demand for cars and old 1930's cars were being quickly being sold for more than their original price! Some Holdens could be sold when twelve months old at a considerable profit. People just couldn't wait to get their hands on a car, any car!

So what was remarkable about this little car? With a 918 cc side valve engine from the pre-war Morris 8/40 it was hardly fast since it had a top speed of 94.5 km/h (some would joke that it could reach 100 kph on a down slope and with a following wind!) and it could accelerate from 0-80 km/h in 29.2 seconds. The fuel consumption was 6.7 L/100 km. Hardly a pocket rocket even in those days.

What it did have was a monocoque body that is a unitary body/chassis instead of the old system of a chassis platform with a body bolted on top. The new system was rigid, lighter, and closer to the ground. The front suspension was independent on torsion bar springs.

The steering was by rack and pinion and very light and precise. The car was roomy and a delight to drive.

The car was designed by Alec Issigonis who was a Greek-British designer of cars, now remembered chiefly for the ground breaking and influential development of the Mini, launched by the British Motor Corporation (BMC) in 1959. But before then he made his name for designing the Morris Minor of which 1.3 million were produced between 1948 and 1972. Unlike its competitor the VW Beetle it had no handling problems and could be driven flat out round bends on the open road.

The strange little headlights mounted in the front panel were replaced in the first facelift with 180 mm headlights in the front mudguards. The final model the 1000 had a 950 cc OHV motor with a remote control gearbox.



*Morris Minor 1000*

## THE MORRIS MINI MINOR

Alec Issigonis is best known for his brilliant design the famous "Mini". In the mid- fifties the newly BMC had the need, in light of the crisis of the Suez Canal of 1956 that had brought significant increases in fuel prices, to build a city



*Mini "Mark I" - 1959 Morris Mini Minor*

car, the small and inexpensive, but capable of carrying at least 4 people. Issigonis made a masterpiece, thanks

to the available front - cross the engine, the gearbox mounted below it (with oil pan only) and front-wheel drive, the car just long 303 cm, could accommodate (with moderate space) 4 persons.

Other elements of modernity were provided by the suspension with independent wheels with elastic elements in rubber (instead of springs), from the wheels to 10 -inch (to limit the invasiveness of the wheel arch) and the luggage compartment door (itself cramped and with a fold-down to carry bulky packages).

The engine was a classic A-Series which had been used in the Morris Minor 1000 with capacity reduced to 848 cc, fuel carburettor and power of 34 hp. To fit the motor in the small engine bay Issigonis had to move the radiator on the left side of the engine. To keep the costs of production door hinges and welds were exposed.

The Mini came about because of a fuel shortage caused by the 1956 Suez Crisis. Petrol was once again rationed in the UK, and sales of large cars slumped. The design brief stated that the car should be contained within a box that measured 10-4-4 feet (3.0-1.2-1.2 m); and the passenger accommodation should occupy 6 feet (1.8 m) of the 10-foot (3.0 m) length; and that the engine, for reasons of cost, should be an existing unit. By October 1957, they had designed and built the original prototype used a conventional



*A cross-section shows how a Mini maximises passenger space*

four-cylinder, water-cooled engine, but departed from tradition by mounting it transversely, with the engine-oil-lubricated, four-speed transmission in the sump, and by employing front-wheel drive. Almost all small front-wheel-drive cars developed since have used a similar configuration, the radiator was mounted at the left side of the car so



that the engine-mounted fan could be retained, but with reversed pitch so that it blew air into the natural low pressure area under the front mudguard. This location saved vehicle length, but had the disadvantage of feeding the radiator with air that had been heated by passing over the engine. It also exposed the entire ignition system to the direct ingress of rainwater through the grille.

The suspension system used compact rubber cones instead of conventional springs. This space-saving design also featured rising progressive-rate springing of the cones, and provided some natural damping, in addition to the normal dampers. Built into the sub frames, the rubber cone system gave a raw and bumpy ride accentuated by the woven-webbing seats, but the rigidity of the rubber cones, together with the wheels' positioning at the corners of the car, gave the Mini go kart-like handling.

The small car made its debut on August 26, 1959 and was an instant hit. The success of the front wheel drive design spurred many other manufacturers to build cars with front wheel drives, just as the success of the Beetle caused them to produce rear engined cars – even General Motors brought out the rear engine Chevrolet Corvair.

The film "The Italian Job" released in 1969 with Michael Caine and the Mini-Cooper Chase filmed on location in Milan with the red, white and blue Minis making monkeys of the Italian Cabrini in

their Alfas... a freewheeling, completely unpretentious chase comedy. Fantastic free advertising!

### THE RETRO MINI (BY BMW)

With the collapse of the British Car Industry In 1994, Rover Group was acquired by BMW. In 2000, Rover Group was broken up by BMW, with BMW retaining the Mini brand.

The BMW Mini is a very clever design, it has copied the original British Mini body shape but has produced a much larger (and expensive) car. The motor is 4 cylinders and is transversely mounted. The wheels are at the 4 corners – but larger than the original. There a number of variations and the hot versions called "Mini-Cooper" as in the original.



Mini Hatch – From 2000 to present

The Mini is produced in Cowley, at Plant Oxford, with additional capacity introduced in the Netherlands for the

third generation model due by the summer of 2014. The Mini Hatch was the first model launched by BMW under the Mini marque after the original Mini was discontinued in 2000. The new model built by BMW is technically unrelated to the former, but at least it is produced in England.

Purists will complain that it has departed from the British ideal of the basic cheap car for the average working class person and has become a prestige car for those wanting a fast sports car. The most basic Mini costs \$26,650 for a 3 cylinder turbo-charged engine with a 2 door body. By comparison there are other cars available in the \$15,000 to \$18,000 price group without the go fast ability. The 2 litre four cylinder Cooper S5-5 door is \$41,000. What would Alec Issigonis think?

What next for the retro designers? Perhaps an open super-charged Bentley sports car looking the Le Mans winners of the 1920's!





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## September run to West Gippsland

Nine cars met at the outbound service centre on the M1 at Officer to be "flagged off" in brilliant sunshine by the Club's past president Lance Phillips. The great cross-section of members were led off by Len Ward, the run leader in the PV544 who

was followed by an 1800, 1800ES, 120, 265, 262, S80 and a couple of 740s. It was fantastic to see Club members from Gippsland participating.

The initial run down the M1 freeway to the Labertouche turnoff quickly got us onto

the secondary roads of West Gippsland with their delightfully winding and scenic driving conditions. Len led us through Neerim South to Neerim East, where we had great views of Mount Baw Baw and the southern foothills of the Dividing





Range, then into Noojee on the Old Noojee Road – a great little track that Len went down 54 years ago in a 1958 Beetle and hadn't been back since.

Lunch was taken at the Noojee Hotel on the banks of the Latrobe River, a really pleasant spot with good food and live music. After lunch we drove to the former Noojee railway station where the Noojee Heritage Centre is housed in a

replica of the old station and a restored J Class locomotive is displayed. We then gathered at the Noojee Trestle Bridge, the tallest surviving trestle bridge in Victoria with a span of 102m and height of 21m.

As shadows lengthened it was time to head home, some to Gippsland, others via Yarra Junction and Lilydale to Melbourne. Len led Doug (262) back through the Gembrook Bakery on the promise of

“the best ever cream bun”. The proprietor, an old friend of Len's, exclaimed “there must be an old Volvo or two out front” as we walked through the door. Alas, by the late afternoon the cream buns had sold out! Nevertheless, great coffee and cake were enjoyed as we reflected on the 300 kilometre Club run and started to plan a future run.

*Doug Miller/Len Ward*





## GRM Albury visit

Garry Rogers Motorsport (GRM) visited Australia Park in Albury on 7th October on their way to the Supercheap Auto 1000 at Bathurst. There were 10 local Volvos on hand to welcome them. There were also over 20 enthusiastic locals

there to meet Garry, Scotty, Robert and the rest of the GRM crew. The 10 cars which turned up were a great mix of cars through the 200, 700, 900 series and moderns. Two of the cars displayed were a 1989 740 GLE hearse along with a 1995

960 which was used as the mourning car by the funeral company. There were also two 16 Valve Volvos a 1989 740 GLE 8+8 along with a 1992 940 GLE. Once GRM arrived in the team bus along with a Volvo S60 Polestar and two Volvo

*Check out the GRM website for the Bathurst Road Trip movie!*





Globemaster trucks from the local Volvo truck dealer everyone started to talk with Garry Rogers, Scotty McLaughlan, Robert Dahlgren and the other members of GRM. All the members of GRM were very friendly and unstinting when requested to pose for pictures and sign autographs. The Border Mail was also there to take photographs and to do a story about the stopover.

Garry then spoke to us and made a presentation to the organisers of the event, Jenny and Stephen Tanner and thanked them for their efforts. Stephen brought along his large Volvo banner which was displayed at the GRM open day. We had cars from afar as Tawonga near Mt Beauty and Tallangatta in NE Victoria along with some local Albury/Wodonga cars.

Thanks to the Volvo drivers who turned up to make the event a great success, and to Stephen and Jenny along with everybody who helped set up the event. Also thanks to Garry Rogers and the GRM team for taking the time to stop in Albury on their way to Bathurst. Good luck to GRM in the Great Race.

*Richard Fulwood*



# South Australian Club



## Volvo Car Club Of South Australia

(Incorporating Western Australia)  
P.O. Box 218

Torrensville Plaza, Sa 5031

### President

Chris Allen  
0408 519 111

### Vice President

Helen Judd  
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### Treasurer

Colin Ireland  
08 8248 5081

### Secretary

Craig Rasmussen  
0428 529 372

### Minute Secretary

Graham Cadd  
08 8387 5065

### Club Captain

Ken Bayly  
08 8293 2784

### Historic Registration Registrars

David Bennett 08 8556 5157  
Ken Bayly 08 8293 2784  
Craig Rasmussen 0428 529 372

### Events Committee:

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Joan and John Peace 08 8294 3183  
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David 08 8556 5157  
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Please note that all SA Club related  
magazine submissions should be  
sent to: Craig Rasmussen

[www.volvocarclub-sthoz.org.au](http://www.volvocarclub-sthoz.org.au)



## VALE: Rowland T Filmer (1928-2014)

The Volvo Car Club of South Australia has lost one of its founding members when Rowley Filmer passed away recently. Rowley was instrumental in growing the club throughout the 80's and 90's with continuous membership until being made a Life Member in 2000.

He owned a variety of Volvo's from a new B16 122s through to his current car - a 960 Royal.

Rowley was also heavily involved in a number of other organisations like the Royal Agricultural Society, Masonic Lodge and Gladioli Society to name a few. His service with these organisations was well recognised and evident with well over 250 people in attendance at the Service.

As a member of our club Rowley participated as a driver of one of the floats in the South Australian Credit Union Christmas Pageant for the last 19 years.

All of us who enjoyed his humour and friendship will miss a true gentleman.

*Ken Bayly*

  
*Rowland  
Thomas Filmer*  
15-5-1928 ~ 3-9-2014



*Loving husband of Enid*

## From the Archives

Thought members may enjoy a look back at past events. A small prize to the first member to contact the Secretary and correctly identify where this event was and what year!

Last Month's Event was the 'Power of the Past' - March 2003 at Mount Barker Oval. Ron Badcock was the first and correct entry.



## Calendar

### NOVEMBER

- 8 Christmas Pageant  
14 Club Meeting  
7.30pm - Glandore  
Community Centre

### DECEMBER

- 7 Christmas Lunch -  
Stockwell Country Pub  
11.00am - Meet Whitehorse  
Inn, Port Wakefield Road or  
meet at Stockwell Country  
Pub at 12 noon  
Cost: \$25.00 per person  
payable on the day. Please  
advise of your attendance by  
1 December so the booking  
can be confirmed.

Please keep an eye out for email  
updates - if you are not receiving  
emails please contact Tricia on  
[coltri@bigpond.com](mailto:coltri@bigpond.com)



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## Stardust Castle Tour – August 2014

Each year in Adelaide the Credit Union Christmas Pageant winds its way through the streets of Adelaide to the delight of over 250,000 people who line the streets and to millions more on TV. And every year many members of The Volvo Car Club of SA are privileged to participate on the day as float drivers and support crew. Our August event was an opportunity for all members,

family and friends to be given a guided tour through the 'home' of the Pageant, Stardust Castle.

Our Club Captain, Ken Bayly is lucky enough to be head carpenter at the facility and took around 60 members and guests on a fully guided tour, taking us through the intricate design and fabrication process and finishing off

with a sneak preview of this year's latest floats.

Everyone has their own Pageant favourite and the kids (and kids at heart) were allowed to get up close and sit on some of the floats. Ken even gave us a special insight into Santa's amazing float, but we were all sworn to secrecy.

*Mark Standen*



## Bay to Birdwood Run – Sept 14

A change of venue this year for the viewing of the 17th biannual running of the B2B featuring cars, trucks, motorbikes, and military vehicles manufactured before 1956. New location was a grassy traffic island on Anzac

Hwy, Morphettville, with a short walk to a McDonalds for breakfast and again for coffee once the entrants had passed us by. Numbers of the older vehicles are dwindling with only 1000 entrants, down from 1600 two years ago.

Our turn again next year to dust off and display our older cars (1956 thru 1977) in the Birdwood Classic – last weekend in September. Hope you can join us!



# AstaZero proving ground

AstaZero AB has built a 500 million SEK state-of-the-art proving ground outside of Gothenburg, Sweden. Based upon the collaboration between academia, industry and the authorities, the AstaZero facility will serve as an open, international platform for all interested stakeholders like vehicle manufacturers, suppliers, legislators, road agents, universities, and technical institutes from around the world. AstaZero's industry partners consist of Volvo Car Group, Volvo Group, Scania, Autoliv and Test Site Sweden. The name Asta (Active Safety Test Area) relates to the facility's connection to a vision of zero traffic fatalities.

AstaZero is the world's first full-scale proving ground for future traffic safety solutions. Its opening has brought Volvo Car Group a step closer to realizing their vision that by 2020 no one should be killed or seriously injured in a new Volvo car.

An important measure towards achieving this goal will be the development of active safety systems, which will help to prevent accidents. These active safety systems will be the primary focus at AstaZero proving ground, located in close proximity to the Volvo Cars headquarters in western Sweden.

One of the facility's greatest assets is its flexibility, with a design that permits the construction of unique, customized environments. As Pether Wallin, CEO of AstaZero says, "You can simulate all types of real-world traffic scenarios. At most proving grounds, the options are more limited."

The centre can accommodate a wide range of test conditions, such as those found on busy city roads, highways, multi-lane motorways and crossroads. These conditions are crucial for studying the way cars interact with moving obstacles such as other cars, pedestrians, cycles, mopeds, motorcycles, trucks, buses and even animals that suddenly appear. In certain studies, e.g. those involving complex traffic situations and high speeds, robots will operate the test vehicles.

"Safety testing under realistic circumstances is a prerequisite for developing our active safety systems," says Anders Axelson of Volvo Cars Safety Centre. He continues: "The facility will play several important roles: not only will it help us meet our safety vision, developing cars that don't crash, it will also help us further develop safety functions that will address non-motorists, such as pedestrians and cyclists."

One of AstaZero's main functions will be as a platform for the research and development of next-generation safety

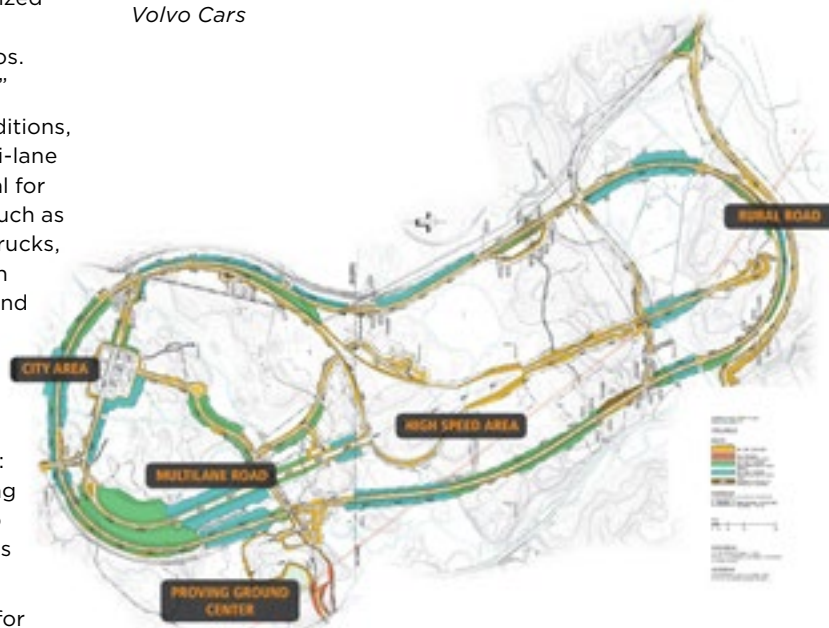
technologies. Here, in collaboration with universities and industry partners, Volvo Cars will undertake a range of initiatives, from strategic vehicle research and innovation projects to targeted research projects.

The work at AstaZero will also include the development and testing of autonomous driving technology, an intelligent driver support system designed to reduce accidents while improving the driving experience. Advanced systems are also under progress to further help prevent, for example, inattentiveness and driver fatigue.

Although meeting their target date of 2020 may be an ambitious goal, Volvo Cars has every reason to be optimistic. Indeed, as their innovative safety solutions have already shown, the future may not be that far off.

Anders Axelson, for one, is confident: "The Swedish automotive industry is at the leading edge of active safety. Thanks to AstaZero, we have great prospects for keeping our leading position. We're the only car manufacturing company in the world to have set a goal of zero traffic fatalities for a specific date, and we're the only country in the world whose government supports a zero traffic fatalities vision."

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**Rural Road** The rural road contains ten different points, both open and concealed, where objects will appear in front of the vehicles. The area is specially designed for different tests of driver behaviour and is well-suited for the use of hidden or suddenly appearing obstacles. At the road, there will be two T-junctions and a crossroad with signage in the specified language and changeable to suit customer requirements. The Rural Road will also have bus stops/lay-bys at two locations.



**Multilane Road** The multilane road consists of four lanes. These are connected to the High-Speed Area, with an acceleration road that is approximately 300 metres long, 7 metres wide and with turning loop for long vehicles. Several different scenarios can be tested on the multilane road, such as lane changes, different collision scenarios and crossing scenarios.



**City Area** The City Area will primarily be used to test the vehicle's capacity to interact with the surrounding environment to avoid hitting buses, cyclists, pedestrians or other road users. The area therefore covers a number of different sub-areas, such as a town centre with varying street widths and lanes, bus stops, pavements, bike lanes, street lighting and building backdrops. The City Area also has a road system with different kinds of test environments such as roundabouts, T-junction, return-loop and lab-area.



**High-Speed Area** Located in the centre of the facility, the High-Speed Area consists of two acceleration roads. Acceleration road one is approximately 1 kilometre long. In addition to the two acceleration roads, it is also possible to use the Multilane Road for acceleration, which means vehicles can enter the High-Speed Area from 3 different directions. In this area, focus will primarily be on vehicle dynamics like avoidance manoeuvres at very high speeds.

# GRM Club visit wrap-up

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The September/October 2014 edition of Rolling Australia featured a photo mosaic of Volvo Club of Victoria members enjoying a great question and answer session with Scott McLaughlin, Robert Dahlgren and Garry Rogers of Garry Rogers Motorsport. In this edition of Rolling we have included some additional photos and a summary of GRM's visit to the Club at its September 2014 meeting.

The anticipation of meeting with GRM meant there was a large and enthusiastic rollup of Club members, eager to hear about the partnership between Volvo Polestar Racing and GRM to enter the Volvo S60 as part of the V8 Supercars series and the expectations of Scotty and Robert as the face of Volvo on and off the racetrack.

It was evident from the beginning of the Q&A session that the foundations of success are based upon the knowledge, experience, skill and enthusiasm of GRM team members and Polestar's collaboration in the official Volvo motorsport program. Garry's five decades of involvement in motor sport combined with Robert's ten years association with Polestar and Scotty's pursuit of perfection as a factory backed driver, put us all on the edge of our seats and eager to ask questions.

Both Scotty's and Robert's careers had a common beginning in karting at a young age. Scott was the 2002 New Zealand Cadet Kart Champion at the age of 9, while Robert was into karts from age 6 and racing karts when 9 years old in Sweden. McLaughlin literally jumped from karts to V8 Supercars, being contracted to race in the Development Series and becoming the youngest ever Supercar driver in 2010 at age 16 and Volvo factory driver at age 21. Dahlgren took a more traditional path progressing through Formula Ford (winning the Formula Ford Sweden Junior Title in 1997 and British Title in 2001) and formula 3, before joining Polestar in 2004.

We got some insights into what brought GRM and Volvo Polestar Racing together. Volvo made initial contact with GRM and Garry saw the value of aligning with the manufacturer of the "world's safest car" and one of the "best performance cars". GRM builds the car and does the aerodynamics and Polestar builds the engine. Both Scotty and Robert contribute to GRM/Volvo Polestar Racing success in more ways than their driving – Scotty is keen to apply his technical skills in fabrication and learn more of race car engineering, while Robert applies his experience as the longest serving Volvo factory driver

into the development of Volvo and Polestar's road cars.


The Q&A session wound up with some observations by Robert about the differences in racing between Europe and Australia V8 Supercars (in Europe shorter sprint races and smaller cars and engines and in V8 Supercars 0.20 seconds a lap is the difference between the top 10 and the rest), Scotty stated the Team's expectations were focused on strong qualifying and aiming for a top five season finish and Garry indicated he would consider fielding more than two Volvos in the future.

Finally, put on the spot to indicate their favourite Volvo, Scotty and Garry chose the V60 and Robert chose the 240 Series. In relation to classic Volvos, there was agreement that the 544 and 240 Series were favourites.

There was the opportunity for Club members to talk one-on-one with Garry, Scotty and Robert after the Q&A session, which was great. Many thanks to GRM for making themselves available and providing GRM/Volvo Polestar Racing merchandise for Club members.

*Doug Miller*





## Volvo 1800-120 Club Australia Inc.

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### Membership

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

Life Members: Kevin & Margaret  
Greenaway

128 Members

## President's Report

Could I ask you for a moment, dear member, to reflect on the beautiful classic Volvo(s) that you might have in your garage?

Can you remember the day when you bought the car? Are you fortunate enough to have owned it for an extended period of time, say in excess of 20 years?

Please reflect on these feelings for a moment and recall why you are a member of this club and why you are an enthusiast of this marque.

Does this bring a smile to your face? Are you going down memory lane?

I ask you to do this at this time because we are coming up to the holidays again. Has your Volvo been receiving the attention it deserves of late? Maybe you should go and have a look at your car again to rekindle this flame now that you might have some time to spare.

Our cars, like relationships, need attention if they are to survive. Sometimes we can give up on our cars due to time, money or enthusiasm issues. If you really have lost it for your car, consider moving it on to someone who will love and enjoy it.

If you still love your car, spend some time with it. Drive it, wash it or just look at it. In this day of the disposable car, our old-school cars will never be seen again, as cars become more and more like white goods, with a definite use by date.

Our club remains full of members to whom cars mean a great deal. They are here to help you if you need "relationship counselling" for you and your car.

These days, just about every part imaginable is available again to get your car going again, so there should be no excuse.

I wish you and yours a Safe and Happy Christmas & New Year. I hope to see you and your Volvo in the near future.

**Until next time, Volvo for Life**

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



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\$40.00 inc. p&p



## **1964 Red Volvo P1800S Type 18335HD chassis #9113 Engine No 4968,17,984**

- Purchased: 31<sup>st</sup> March 1964 from Regent Motors, Sturt St, Sth Melbourne. I think price was about \$4000.
- Victoria Registered HZA 726 to Ronald Fyfe-Jamieson of Kadnook Stn, via Harrow, Victoria. RACV 13268. Lic No 114 295



When Greg Larkens contacted me to see if I can tell him if his old 1964 1800S which he traded in 1971 was still around, I thought here we go. No chassis number or old rego number so it's not going to happen.

But, he had an old photo of the car and the Tasman mag wheels on it were the giveaway. I remembered I had a car like that on the register. It was easy to go through all the 1964s that I have and yes there it was alive and well with our club member Marlow McKenzie-Smith in Adelaide. I was happy that I found it but I think Greg and Marlow were ecstatic. They have met since then and exchanged a lot of stories. So this is the story of the car.

***George Minassian***

- Earliest Picture with original owner Ronald Fyfe-Jamieson and Greg Larkens taken about 1964/5 at Kadnook Stn Victoria.
- Inherited in September 1966 by Mavis Esther Larkens of Kadnook Stn, via Harrow, Victoria and then of 27 Cooper St, Stawell, Victoria.
- Gifted in November 1967 to Adrian Gregory Larkens of 6 Spinks Rd Marino SA. 40,000 miles on odometer.



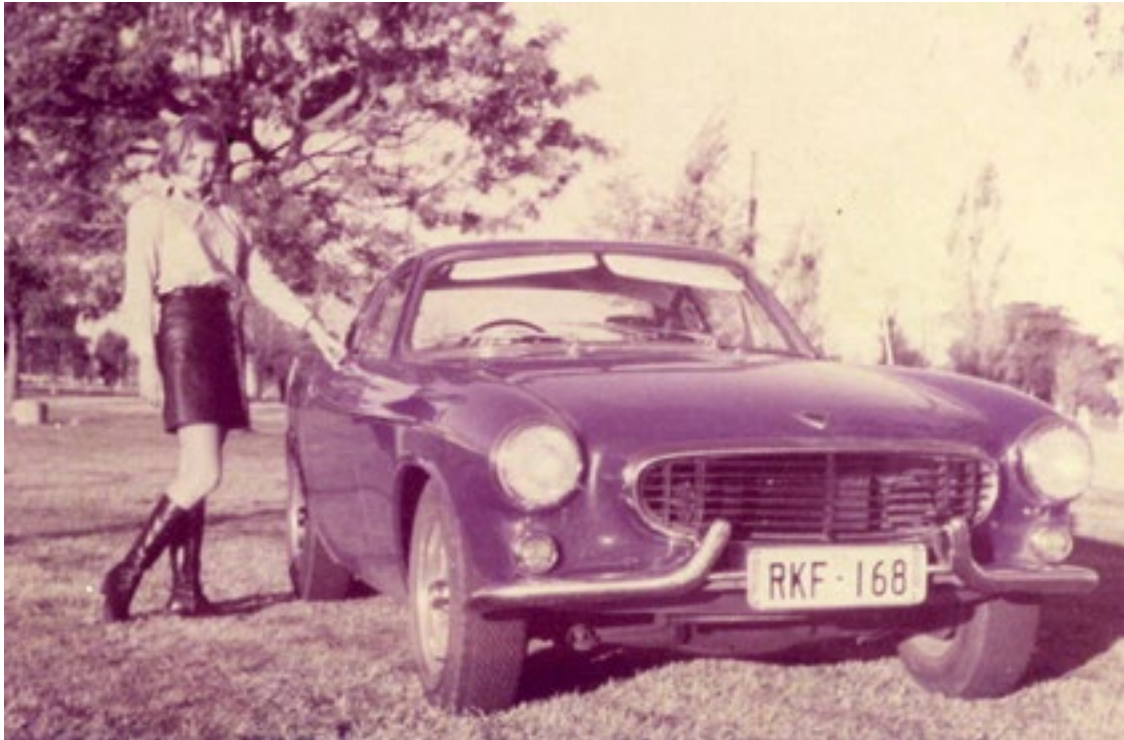
- Picture taken 1967 Adelaide SA. Greg Larkens in photo.



- 1968 - South Australian Registered RKF 168.
- Early 1968 - Tasman Mag wheels fitted by Aunger Accessories
- Early 1968 - Engine Modified by Swedish Motors King William St Adelaide. Parts came from John Keran's 1966 P1800s rally car after he fitted a Repco head to it.
  - Extractors with straight through exhaust – muffler plus hotdog resonator
  - Port and Polished head with larger valves. Shaved to 11:1 compression
  - 2 42 DCOE Webber carburetors on a Warneford Manifold and ram tubes fitted.
  - D camshaft used.
  - Engine bored to 40 thou over.
- Often used 115 octane from BP outbound Motors Darlington (45 cents per gallon?). Also used 44 gallon drums 100 octane aviation fuel.
- Dyno 96bhp at rear wheels. Tuned by ??? Unley Rd. Emulsion tubes were in their reversed normal position for good top end performance. When changed later performance wasn't as good.
- Fuel consumption usually around 25mpg.
- 1968 - Rocker cover chromed.
- 1968 - Heavier clutch fitted. More or stronger springs in pressure plate. Was very hard to press and hold clutch.
- 1969 - Modified front grill. Some vertical bars removed.
- 1969 - Speedo and Tacho calibrated by Lucas.
- 1969 the armrests were re upholstered due to cracking
- Early 1970 Hella driving and spot lights fitted.
- Smiths Ammeter fitted.

*Continued next page*

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- 
- Picture Taken 1969 in Adelaide with Greg Larkens' future wife Hildrun Diestel-Feddersen
- By 1970 the car was well known around Adelaide. SAPOL used to often stop me just for a look under the bonnet.
- Early 1970 curtains were fitted across rear window.
- March 1970 loaded on old Ghan at Port Augusta and then driven from Alice Springs to Kununurra WA. Car was garaged in Kununurra at the Kimberley Research Station for the next 2 years.



- Picture taken Alice Springs Mar 1970.





- Picture taken on Tropic of Capricorn Mar 1970 enroute to Kununurra WA
- Mar 1970 in Katherine NT lost oil pressure. Pin joining oil pump and distributor fell out. Replaced with 2 inch nail – sold with it still in place.
- Transistorized ignition fitted in 1970 but caused the tachometer to flicker.
- Diff was very noisy by late 1970.
- 1971 - Extractors cracked. Welded
- Turned over genuine 100000 miles in 1970 near Kununurra.
- Car beat the lap record on the Kununurra hot rod track – one off.
- Dings:
  - 1968: front LHS fender – minor – cut off by another car in King William Road Adelaide.
  - 1968: Rear LHS fender – minor – scooter rider drove into it on Tappleys Hill Rd.
  - 1970: LHS door replaced in Wyndham WA. Ute reversed into it.
- Good for genuine 120mph on flat. Best performance was 70-110mph.
- Saw the speedometer full circle to 0 on Truro Hill. 6700 rpm on tachometer.
- Best performance was on small narrow Vredestein tyres.
- Never hesitated to use 7000 rpm and it would occasionally rev beyond.
- Gears could be changed up or down without using clutch.
- Returned to Adelaide from Kununurra WA in Nov 1971 - on holidays. Intention was to fit a twin exhaust, LSD, air conditioner and supercharger.
- Traded Swedish Motors Nov 1971 (approx genuine 110000 miles on odometer). The whole car was resprayed immediately after they took possession. I saw the end result and the car looked very nice.

**Compiled by Adrian Gregory Larkens**  
**10<sup>th</sup> August 2014**

## Volvo 1800-120 Club Australia Inc.

Our thanks to this years event coordinators  
**Maida and Gavin,**  
both events below presented interesting driving  
and the Cafes were just splendid with wonderful service and fabulous cuisine.



*Volvo 1800-120 Club at Tyalgum NSW*

### September 21<sup>st</sup>

Several Volvo enthusiasts from Brisbane and surrounds met for coffee at BP Yatala. We then continued down the Pacific Highway to Nerang where we met up with George and Vicki (after a couple of phone calls we finally found them).

We then travelled down to Tyalgum, NSW through the stunning scenery of the Numinbah Valley and the valleys between Springbrook and Lamington National Parks, a wonderful drive although we went flying past a couple of roadside fruit and vege stalls (hint hint you guys, the ladies like to shop)!

At Tyalgum we enjoyed lunch at Flutterbies Cafe where the Italian chef presented us all with superb entrees, main meals and desserts, an outstanding meal for a country town cafe.

All mostly returned home via the highway along the Tweed River, again lovely scenery and then back to Brisbane on the Pacific Highway. In fact this drive was so nice, we, the Turners, drove it again on our way to the Tweed Valley Art Gallery the following week.

### Rosemary Turner



*Rosemary and Jeff Turner enjoying a cup of tea*



*Ian Beiers colour co-ordinated with his B16 122S*





*Photo Gaye Carey*

## October 12<sup>th</sup>

There was a good turn up of Volvos at The Flying Nun Cafe at Samford.

Rick Forno presented his 142S, a recent acquisition. Several club members enjoyed breakfast, a chat and then the ascending and descending hills of Mt Glorious and Mt Nebo. We left Samford and drove up on the Mt Glorious Road to Mt Nebo Road and stopped at We-stridge Lookout for a photo shoot of the fabulous scenery and even more fabulous Volvos.

Then it was onto Brisbane Forest Park's Bellbird Park. Several members did a short 1.7km bushwalk but didn't manage to find any wildlife. We have been hearing all about the snakes being out and about in the past week! We all then enjoyed a picnic lunch and great conversation before departing for home. A great day was had by all attendees.



*Rick Forno's 142S (photo Maida Skaarup)*



*Photo Deborah Grimshaw*



# VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 1800E (1970)

OWNER : John Reeves

TYPE: 184352T B20E

CHASSIS NO: 31035

COLOUR : 102 (Blue Metallic)

UPHOLSTERY: Black Leather



This month we profile an as yet, unfinished project 1800E.

Of all the places, John acquired this hulk via Ebay. He bought it on the spur of the moment, putting a random bid (hmm, haven't I written this before about some other cars....?)

Upon completion, the shell was trucked up to John's body repairer, and the rest of the bits by him in a trailer from Sydney!! (John lives in Brisbane). "It's all there" – famous words from his seller...John quickly established quite a few bits were missing (even the steering wheel). I informed John that this is all part of the fun and challenge of a vehicle restoration. Hmmm.

"The scoop"....just look at the bonnet. John thinks the scoop has "a sense of purpose" in assisting with airflow and cooling to his prized coupe. Or does he really wish he were James



Only minor details need to be attended to for this car to be back on the road, quite an achievement given its original state. The car will present as totally new, so look out for it at upcoming car shows.

The car has A/C (OMG where was I before AC?) and nice big 45mm Webers. Although it presently runs, the shooting flames mean some fine tuning of same is still required.

Just don't tell Beverley (John's wife) how much he spent.....



## Volvo 1800-120 Club Australia Inc.



### John would sincerely like to add the following acknowledgment

You don't go on a journey like this in isolation without assistance. I would like to acknowledge the support from my friends who helped create this car. These are firstly George Minassian, Gerry Lister, Jeremy from South Tweed Re-paint & Panel, Steve Kirkup from Modsquad Customs, David Britton of Anvid, Volvo Club member who said "Keep going Mate!"

But most of all the person who has a greater passion than I to turn this car into a reality; Peer Skaarup of GLT. He has devoted so much time to perfect the mechanics and get it running. "We are only the custodians of our possessions. The true owners are the people who add passion." (my own statement) This cannot be valued!

Sincerely  
**John Reeves**





## ***ROBERT'S REPAIR RAMBLINGS***

I would suspect that a lot of you have a "modern" car that does the daily chores for you, and your old Volvo is saved for more pleasant use.

One issue that this highlights is battery and charging.



These days, cars have very sophisticated charging systems that can regulate how much juice the battery is getting, whilst minimising fuel usage in the process. They also have very powerful charging systems in order that all the "brains" get sufficient grunt.

Your battery will need a regular full charge up if it doesn't get much use, even if it's semi-regular use, but only for short distances.

Therefore investing in a good battery charger is sound strategy.



Have you checked your charging output? A small volts gauge is useful to ensure you are getting better than about 13.5v at 1500-2000 rpm.

Some of the older Volvos will still run a dynamo. Ok maybe in the day, but the alternator which is more efficient is a better bet to keep your battery charged. Still, some of these only put out 55 amps, which may not be enough if you have fitted extra lights or even Air Conditioning.

Check the output then under load of these items. It's possible your output could still be borderline with an alternator, so you might consider an upgrade. Not a difficult job on anything pre 850.



The last thing you want is driving to the next National Rally, not making it because your battery has gone flat in the process!





# 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 2014/15**  
**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:.....

**Annual Membership now due 1<sup>st</sup> July 2014 – 30<sup>th</sup> June 2015**  
**renewals \$35.00**

**Volvo 1800/120 Club - National Australia Bank**  
**BSB 082837 - Account 833499571**

**IMPORTANT please use your name as the reference**

## Club events for 2014

All events on website: [www.volvo1800-120club.com](http://www.volvo1800-120club.com)

Events Directors: Gavin Janson and Maida Skaarup

### Club events for 2014 in S E Queensland

#### November

**Sunday 9<sup>th</sup>** Clontarf Beach Scout Group running WHEELS OF THE CENTURY at Redcliffe Showgrounds from 9.00 to 2pm. Lets support this worthwhile organisation and visiting the trade stalls and adjacent food markets. Meeting 7.45am @ 12 Bernecker Street, Carina – Wayne's residence of the Rootes Group Car Club Qld. or outside the Redcliffe Showgrounds at Scarborough Road. Email Maida [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

#### November

**Sunday 30<sup>th</sup>** **Christmas Lunch** will be held at the BRISBANE GERMAN CLUB,  
416 Vulture Street, Brisbane. Time 12 midday  
Email Maida before Monday 24<sup>th</sup> November [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

#### December

**Sunday 14<sup>th</sup>** Shannons Christmas coffee, cars & bikes. 7am to 11am at Shannons Car Park,  
5/305 Montague Road, West End. Open to all cars and bikes. First 50 coffees are on Shannons, **plus gold coin donation sausage sizzle** raising money for the Heart Foundation. Email Maida [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

# 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.**

**1970 144** Not registered, but has been this year, so the condition is Roadworthy. No Plates. Duco done August last year,



mechanically sound, 3spd Auto. New seats inside with lambswool at the front. Floor pan has been painted with Kill Rust and primer, all clean. Rubbers to be fitted and minor parts, otherwise complete and sound. Garaged and available for Inspection. Sell for \$3000. Located in Berwick. I can be contacted on 0427 181 260. Phone only - no text/SMS. Ken

## 120 REPRODUCTION TUNNEL

**CONSOLE** These are made from a genuine Volvo extra that was available at the time for these models. If you are looking for that extra bit of organised



storage or "a cupholder" this will be the article to get. Fits nicely between the seats. Comes with instructions to fit and is available for manual or automatic versions. Price TBA soon. Call Mark on 0403 814545 or email mark@vptuning.com.au

**1990 240GL**, low kms 136,900. 15" 740 Wheels, otherwise original. Red Duco, minor dents & paint repairs. New windscreen and rear bushes. Central remote locking, interior great, with floor mats. Currently Roadworthy, sell with RWC. Rego ACA 453, Expires Aug'15. \$4400 or nearest offer. Car situated in Berwick, VIC. Ken 0427 181 260. PHONE ONLY - NO TEXT/SMS



**1974 164E** with rare manual (but not o/d) transmission. SA historic vehicle registration. 280K kms. Looks good in and out, although original leather seats very worn, glovebox lid missing. Engine, gears, clutch and brakes excellent.



Needs work on a rusty floor section, creaky suspension and the power steering. Owner (since 1976) is ageing like the car and can't do this work. Good buy for someone keen on 164s. Price negotiable. Contact Peter 0417 864 047 - email jandpfranklin@inet.net.au (South Australia)

**RADIATORS AT VP TUNING** 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 crack over time. Now available for manual and automatic transmission! Call Mark on 0403 814 545 for the latest pricing.

**NEW ECU TUNE PRICES** VP Tuning has reduced their ECU tuning prices. New RRP prices are: Motronic -'98 \$990.00 (was \$1165.00); ME7/9 \$1275.00 (was \$1385.00). Club discount still applies! Call Mark on 0403 814 545

**1800 TAILLIGHT RESTORATION** Have your corroded die cast taillight housing brought back to new condition. Also, the



STOP, TAIL, BLINKER fitted with new insulated bayonet holders with separate EARTH. Exchange service is available or you can have your own units restored and returned to you. If you choose to have your own taillight restored the manufacturing period is up to 6 weeks. For technical information or advice contact Chris Bennett 0403920274. Email volvoclassic1800120@yahoo.com.au. For exchange service contact Gerry Lister on 02 9499-6666

## 1BEAM-TYPE PAOYI AERO WIPERS

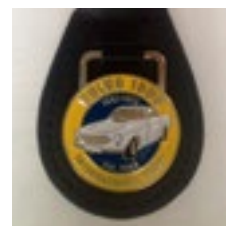
Tested to over 1 million wipes for lower noise and longer durability. Complete



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

## VOLVO 1800 LOGO KEY RINGS

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



**1972 VOLVO P1800ES** Stylish & elegant 2000cc, 4 speed manual with O/D. Time for a new owner. Full rego to 21/5/2015. Great condition & well maintained. Cream duco with original tan interior. Loves the open road. Some spares available just in case. Only \$22,590 Call Irene on 02 48451704 for more details or email irene.barerra@gmail.com





# Volvo Car Club of NSW Inc.

## President's Patter



Here am I writing for an article titled – Nov / Dec - “Where has the year gone?”

How many times have we heard that question asked – I ask you!! Well just to let you know we are spearing ahead into the end of another year – and yes the Olympics are just a feint memory of something we did 14 years ago.

Your Club has had a great year. Our membership is strong and our participation at events has been fantastic.

I don't know about all of us but I really look forward to our monthly meetings – well they aren't really a meeting – that is just part of the event. Yes an Event !

I totally enjoy the company of friends and the silly anecdotes that get shot around – like the “serial seconders” and the like.

At the recent Sydney Motorsport Park Shannons Classic – where the real men and women came out and confronted the elements – whilst huddled in our garage, we were approached by a lovely – non- woos, lady who owns a P1800 – not red!

I knew I was going to like her straight away!

She told us that her current car club was a bit too “clicky”.

Now I wondered about this quite a bit – well at least 15 seconds and what came to me in a flash – maybe it was the storm raging outside or the single ray of sunshine that managed to appear briefly- that was it – there are no clicks.

Well there are owners of red cars but we do love them equally as much as we do those of us who are more fortunate and own Volvos that are not red.

There is no truth to there being an active NON- Red Volvo Club within the Volvo Club. In fact, so loving are we of red Volvo owners – my wife and I permit one of them to travel with us to meetings.

Being serious though – there are no factions in our club – and this is the way we like it. If there are perceptions of a clique then we need to know.

When you first gaze at the front page of this issue of Rolling you will be blown away by the amazing front cover – AGAIN. The magazine is fabulous and again it needs to be said on behalf of all of us in the NSW Club – WELL DONE.

Lance Phillips is also taking a bit of a back seat in the Victorian Club – he has been on the club executive for 30 odd years – bit will stay as Volvo Cars Australia's contact person for all clubs. Well done Lance and enjoy the rest.

I still rattle on about how good the Corowa National Rally was and I use it as my inspiration.

The momentum is certainly building for the 2015 Rally and we have just made a block booking for 30 rooms at the “Classic Car Central Hotel” (aka The Hills Lodge) Castle Hill. The management are just going out of their way to help and make this event ONE NOT TO BE MISSED !!

Also if there are members of other clubs travelling to Sydney and want to stay on but don't want the onus of extra accommodation costs – please let me know and we can arrange accommodation as a Homestay with us or another club member.

See you on the highways of life.....**Ted Warner**



*As this is the last issue of Rolling before Christmas, on behalf of the Committee and members of the NSW Club, I would like to wish all our friends across the Country a happy and safe Aussie Christmas.*

**Ted Warner , President**

**VOLVO** for life

## Committee 2014

Affiliate of the  
Council of Motor Clubs



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

## 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.**

## NSW Club Social Calendar



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

### Christmas Party

**Saturday 29th November**

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. So make sure you put this one in your diary.

"Kris Kringle" applies as usual. (i.e. if you're a Bloke, you buy a pressie for a Bloke and if you're a Shiela, you buy one for a Shiela, okey dokey?)

***The Calendar for next year is in the works  
and we will bring it to you in the next issue.***

## Model Gurus

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

1800 Series	Ralph Diaz	02 4296 4951	<a href="mailto:dollydiaz@bigpond.com">dollydiaz@bigpond.com</a>
	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
122 series	Ted Warner	9521 8204	<a href="mailto:tw@firstneon.com.au">tw@firstneon.com.au</a>
	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
140 Series	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
160 Series	Gerry Lister	02 9499 6666 0412 221 211	<a href="mailto:info@volvoldownunder.com.au">info@volvoldownunder.com.au</a>
240 & 260 Series	Savvas Koutrouzas	02 9310 4140	
740 Series	Savvas Koutrouzas	02 9310 4140	
850 & 940 Series	Ralph Diaz	02 4296 4951	<a href="mailto:dollydiaz@bigpond.com">dollydiaz@bigpond.com</a>
General Technicals	Mike Mitz	0433 116 763	<a href="mailto:americanmike@gmail.com">americanmike@gmail.com</a>



# Ted's Tips

## 97 Yellow -----The story continues -----

Hello fellow P1800 owners and restorers.

Well here we are now 3 months down the track and the car – 97 yellow has gone to Wally's Dream Works in Warilla. Why Warilla you ask - ?

Well back in 2005 or 2006 this is where the car was originally painted. It transpires that it came there totally prepped for painting – so it got a spray job on the outside and door openings only.

Well it will now go there and will also be painted inside the engine bay, inside the boot and also all the insides – where it needs to be painted.

Also, I cannot figure out why previous owners mangled the 3 holes that attach the sun visor arm – how simple it is to just unscrew the 3 screws and do whatever but then it is a simple job to screw the same three back in – but not so with this one – there are 6 holes – on one side – but they will be fixed – just a part of the JOB.

Now by the time the blemishes are fixed and all the other bits are done may as well paint the lot – so we are and while we are at it we will make the colour correct. It was just a tone darker than the original – but as Wally pointed out – it was the colour code for the car that was ordered – now it will be matched, so it will be a bit yellower.

I believe I have located a hook for the leather straps and am on the trail of the sump adapter for the oil temp sender – both have been difficult.

I also received some tiny rubber bumpers for the heated unit but these proved to have shanks that were too small but I delighted to tell you that Clark Rubber has grommets and rubber bumpers that fit and look OK. Plus they have the BEST SELECTION of vacuum, water and petrol hose – and they also have the rubber webbing for under the seats.

I also need to tell you about MR POLISH – no not the place in Eastern Europe – polish as in make it shiny!

I found these guys on line and spoke with them about what I was doing – especially the polishing of the side trims – well they have a fantastic range of very low cost buffing wheels and buffing rouges - the stuff you put onto the polishing wheels. I have a green, white and blue rouge blocks and the end result is AWESOME. I am also improving my dent repair process and the polishing wheel makes it so much easier.



The polishing wheel is in a temporary position at the moment !

In the sunshine the car looks good but it is a bit darker than it should be.



I did the first bit of upholstery work on the base of the rear seat .

The colour – albeit not being as close to the original as I would have liked is good. And will suit the interior sensationally – and also my Italian leather driving gloves – which is why we bought this one on the first place. The carpets are charcoal coloured.

## Ted's Tips



This is the hook – pre polishing – the leather strap just cracked into pieces. All replaced with beautiful new light tan straps.



This is the disembowelled heater and the control and innards.



I get so engrossed in this work that the time just gets away and I find myself thinking – “how did it get to 8pm?” “ I better get inside”

Just at the moment I am working on the grille and the grille surround – I have actually given it a soak in the metal clean from the petrol tank repair job – now I know what you are going to say – it is too alkaline and will attack the finish – well I have to say you are right, but it didn't have much of a finish on it anyway and was extremely dirty, dented and bent in several places, so I figured I couldn't do much harm to it anyway.

I have just realised that I need to be a bit better at taking these photos for the ongoing Blog – yep I understand that this is a sort of a blog – I am being encouraged to write the resto up on a blog site.

I also realised that the photo quality is a bit lacking so for next time I will make sure I photograph the bits a lot better.. –

The process continues.

*Keep on Rolling, Ted*

## Notice of AGM

Please be advised that the Volvo Car Club NSW Annual General Meeting will take place on at **8pm on Wednesday 3rd December 2014**, at the **Greyhound Social Club, 140 Rookwood Road, Yagoona**.

An informal social dinner will precede the AGM.

Nominations for Committee positions will be accepted by email until Wednesday 26th October 2014 to: [hollymist@bigpond.com](mailto:hollymist@bigpond.com).

A Nomination Form can be found on the Club website at: <http://www.volvocarclubnsw.com> then select “Documents”.

Please come along and have your say in how your club is run.

**Julie Williams, Secretary**



## Why a Volvo ?..... Mike's Story

I have to assume that everyone has their own reasons/beliefs for doing just about anything; we generally don't do things without reason. Well here is my reason as to why I am a Volvo driver.

I was fifteen years old (in 1968), and I made a return visit to where I was raised for a quite a few years and that was Emmaville, home of the "Emmaville express" (Debbie Wells Australian sprinter). When I arrived home I found that my girlfriend could not wait any longer for me to come back from Sydney so she had a friendship going with one of the local boys who was a really nice guy. (that did piss me off a bit, him being so nice).

Later he was involved in a serious car accident where his Ford Cortina 240GT left the road, rolled etc etc. He was left a Quadriplegic and remains so to this day. I saw the car and it was a mess. Because it was so close to home and so real it was the first impact on my life when it comes to car safety. (the penny was sitting at the top of the slot but hadn't dropped yet.) not being a licensed driver yet.

I left Emmaville broken hearted about my girl and returned to Sydney. Many years Later, about 1985, I remember seeing a TV add about this 760 being hurled off the edge of a wall 14 meters high, landing on it's bonnet then coming to rest. The passenger compartment was okay after all that and it was at that point the penny had finally dropped into the slot.

Not long after, I was driving past Concourse Volvo caryard in Haberfield, Sydney and there she was just gleaming her cute little paint job off at me and she quickly became my first Volvo experience. A 1984 240 GL in superb condition. (she had HUGE/THICK bumpers which could repel a battleship.) you know the one I mean.

Well, wait for it!!!

Yes, I was waiting at a set of lights in Wentworthville and I looked in the rear-view mirror and could see this little Mazda coming at me so I lifted my foot off the brake and he drove me a few car lengths. I thought the worst and as I got out and walked around to the back I still couldn't see any prang marks. The HUGE BUMPER had absorbed the impact and pushed the car away.

NOT ONE SCATCH ANYWHERE!

The other driver said sorry mate, what do you want me to do. I said, organise a tow truck for yourself, I'm off. I have been a faithful Volvo man ever since. My current 240 (AVOLVO) is my fifth to date.

THAT'S HOW IT ALL PLAYED OUT FOR ME.

**Mike Watts**



# Meet Hovo....

This is the story of how "Hovo" was born.....



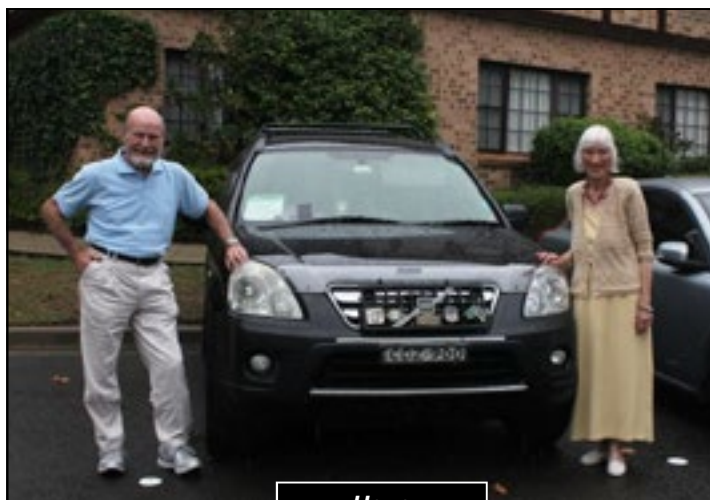
**The Hearse**

Meet the Bransgroves, the proud owners of Hovo.

Way back, when the club first started in the 1960s, Arthur & Our Jude became members of the Volvo Car Club of NSW. Over the years they owned many Volvos, the last one being what was affectionately known as "The Hearse" (pictured left) .....well the poor old Hearse got involved in a rather disastrous incident, and that was the end of him.

Disheartened, Arthur & Jude drifted away from the Club. I guess they couldn't bear to be in constant contact with other Volvos after their beloved Hearse had gone.

But, they missed us so much they decided that, even though they don't (currently) have a Volvo (we hope this situation will change in due course) they would come back and put up with the pain of not having a Volvo. Being the good sports that we are we welcomed them back with open arms.



**Hovo**

Now to the birth of Hovo!!! Because they loved "The Hearse" so much they kept a few bits and pieces of him as a memento.

Come Show 'N' Shine time this year....still NO VOLVO.....what to do?? Light bulb moment; we'll dress up the Honda to look like a Volvo with the bits we kept from The Hearse and hopefully no one will notice

Well, we did (of course), but we fell in love with Hovo and decided to welcome him into the fold. We even gave Arthur & Jude a trophy, just for pure innovation and resourcefulness. Well done guys.

Of course, Arthur & Jude, you know you can never sell Hovo now, don't you? He's become part of our Club folklore.....



If you'd like to meet Hovo, you're gonna hafta come to the Rally next year folks.

I'm assured that, barring accidents (Heaven forbid!) He will be there.

And with any luck, that other Club legend, Sven will be there too .....looks like we hit the jackpot with all the 'celebrities' we have coming to 'The Show' next year !!

**Jules**





# The Run to Bathurst

We met at the Richmond Tourist Info Centre opposite the Air Force Base Airstrip and headed next door for morning coffee only to find that the coffee shop had closed, (according to Ted's opinion of the coffee from last year that was probably a good thing!). So we went up the hill to Kurrajong at Margarita's suggestion and had a decent cuppa at a nice little Café with a good view.

We went further up the hill and down into Lithgow for Mike's Tailgate Picnic Lunch at the Blast Furnace park, XC90 this time, and it didn't play up till after lunch on the way to Oberon when it slowed down and suggest he should "limp home", unlike last time when the "old Faithful" lived up to its name and blew its coolant all over the road in front of us just short of Bathurst! I think he (and Adrian) were able to convince the car computer that it was indeed mistaken and was able to continue without too much further ado while the rest of us retired for coffee and milkshakes in Oberon.

Then on to Bathurst for a freshen up, for some pre-dinner drinks and nibbles in our motel rooms and then a short walk to the "Church" for a pizza dinner. Having enjoyed some great pizzas and glimpsed the first half of the Bulldogs vs Panthers at the Church we decided to retire to our room again for post dinner drinks and to watch the 2nd half uninterrupted and in relative quiet, although that quiet was very loudly interrupted by certain nameless supporter(s) when the Bulldogs got up in extra time. Bathurst should have recovered by now and they'll be ready for that noisy car race!

Next morning we met at the Mt Panorama Museum, wedid a lap of the track and the Museum and had morning coffee in Bathurst before going our separate ways. Good weather, good company, good weekend and NSW roads!



*Picnic at Blast Furnace Park in Lithgow.....sort of puts you in mind of Picnic at Hanging Rock. It looks equally as eerie.....!!!*

# On a lighter note..... by Jules

## An Aussie Christmas Poem

Dashing through the Bush  
In a rusty Holden Ute  
Kicking up the dust  
Esky in the boot  
Kelpie by my side  
Singing Christmas songs  
In my singlet, shorts and thongs.



## Kid Stuff

When my grandson Tim and I entered our holiday cabin, we kept the lights off until we were inside to keep from attracting pesky insects. Still, a few fireflies followed us in.

Noticing them before I did, Tim whispered, "It's no use Grandpa. Now the mosquitoes are coming after us with torches."

## Spanish Lesson

A Spanish Teacher was explaining to her class that in Spanish, unlike English, nouns are designated as either masculine or feminine.

'House' for instance, is feminine: 'la Casa.'

'Pencil,' however, is masculine: 'el lapiz.'

A student asked, 'What gender is 'computer'?'

Instead of giving the answer, the teacher split the class into two groups, male and female, and asked them to decide for themselves whether computer should be a masculine or a feminine noun. Each group was asked to give four reasons for its recommendation.

The men's group decided that 'computer' should definitely be of the feminine gender ('la computadora'), because:

- No one but their creator understands their internal logic;
- The native language they use to communicate with other computers is incomprehensible to everyone else;
- Even the smallest mistakes are stored in long term memory for possible later retrieval; and
- As soon as you make a commitment to one, you find yourself spending half your pay cheque on accessories for it.

## THIS GETS BETTER!

The women's group, however, concluded that computers should be Masculine ('el computador'), because:

- In order to do anything with them, you have to turn them on;
- They have a lot of data but still can't think for themselves;
- They are supposed to help you solve problems, but half the time they ARE the problem; and
- As soon as you commit to one, you realize that if you had waited a little longer, you could have gotten a better model.

The women won!





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