

ROLLING

AUSTRALIA

NO.218 JANUARY/FEBRUARY 2015



VOLVO CLUBS MEMBER MAGAZINE

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ROLLING

Rolling Australia January/February 2015, Issue 218

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Magazine submissions coordinator:

Greg Sievert
Mob: 0401 713 595
Email: greg.sievert@gmail.com

Editor and Design

Ben Winkler
Email: bwinkler@me.com

President

Heino Nowatzky 0425 705 045 hnowatzky@ozemail.com.au

Vice President

Doug Miller 0433 444 861 chez.doug@gmail.com

Treasurer

Adrian Beavis 0402 203 437 (AH)

Secretary, Public Officer, Safety Officer

John Johnson 0414 385 962 (AH) SaintJohn@c031.aone.net.au

Membership Secretary

Greg Sievert 0401 713 595 (AH) greg.sievert@gmail.com

Webmaster

Daniel McIndoe daniel@dmacca.com

General Committee

Mark Icton 0434 897 144 miceton@iprimus.com.au
Daniel McIndoe 0410 427 244 daniel@dmacca.com
Werner Golla 0419 351 060 falconxa@hotmail.com
Len Ward 0409 947 951
Allan Abbott 0419 379 371
Andrew Marney 0417 533 310
Dion Nowatzky

AOMC Representative

Timothy Fegan 0437 687 563

Official Photographer

Gerard Gowans gdgowans@bigpond.com

Life Members

Lance Phillips, Peter Spencer, John Johnson

Honorary Members

Robert & Shirley Kaub

Register Captains

P1800

John Johnson 0414 385 962 SaintJohn@c031.aone.net.au

PV444/544 & 120

Philip Perkins 0400 026 553 philip@wilkinsinternational.com.au

142/144/145/164

Heino Nowatzky 0425 705 045 hnowatzky@ozemail.com.au

240/244/245/264/265

Mark Hoffmann 03 9335 3946 (AH) vol244@hotmail.com

242GT/262C

Lance Phillips 03 9707 2724 lancephil@bigpond.com

700/900 & S90/V90

Rod Patton 03 5952 5927

360/440 & C30/S40/V40/V50/C70

Mark Richardson 0403 814 545 mark@vptuning.com.au

850/S70/V70/S60/S80/XC60/XC70/XC90

Heino Nowatzky 0425 705 045 hnowatzky@ozemail.com.au

Motorsports

Ash Davies 0412 709 695 ash.davies@dvs.net.au

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Victorian events calendar

No night meeting in January - HAPPY NEW YEAR!

18 (Sun)

Monthly club run – RACV Great Australian Rally

For entry forms see the website 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 closed 30th November, but if you didn't enter your car, come along and have a look at the others! 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.

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) - 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.

4 (Wed)

Night meeting, 8pm

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

1 (Wed)

Night meeting, 8pm

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

Jan

Feb

Mar

Apr

President's Prattle



HAPPY NEW YEAR

Welcome to the year 2015. As a wide-eyed 12 year old I was glued to the television in the school library, in 1969, to watch the first man to walk on the moon. The year 2015 was just as far away to me then as the moon was. There are memorable events in every person's life and being in my late fifties I have quite a few. I was nearly seven when the news of the John F. Kennedy assassination filtered through to the school. I remember the horror and how our teachers tried to explain a world gone wrong. The day Elvis died we celebrated his life with a full weekend free concert in Sydney.

The day we won the Americas Cup, I was sitting in my car listening to the radio, torn between going into work and staying to the finish. Not an easy choice as I was in the Army and late for parade. Image my surprise as Australia II crossed the line and all the cars in the carpark let out a chorus of horns. No one had dared to leave their cars, I was not alone. It was great to be an Aussie.

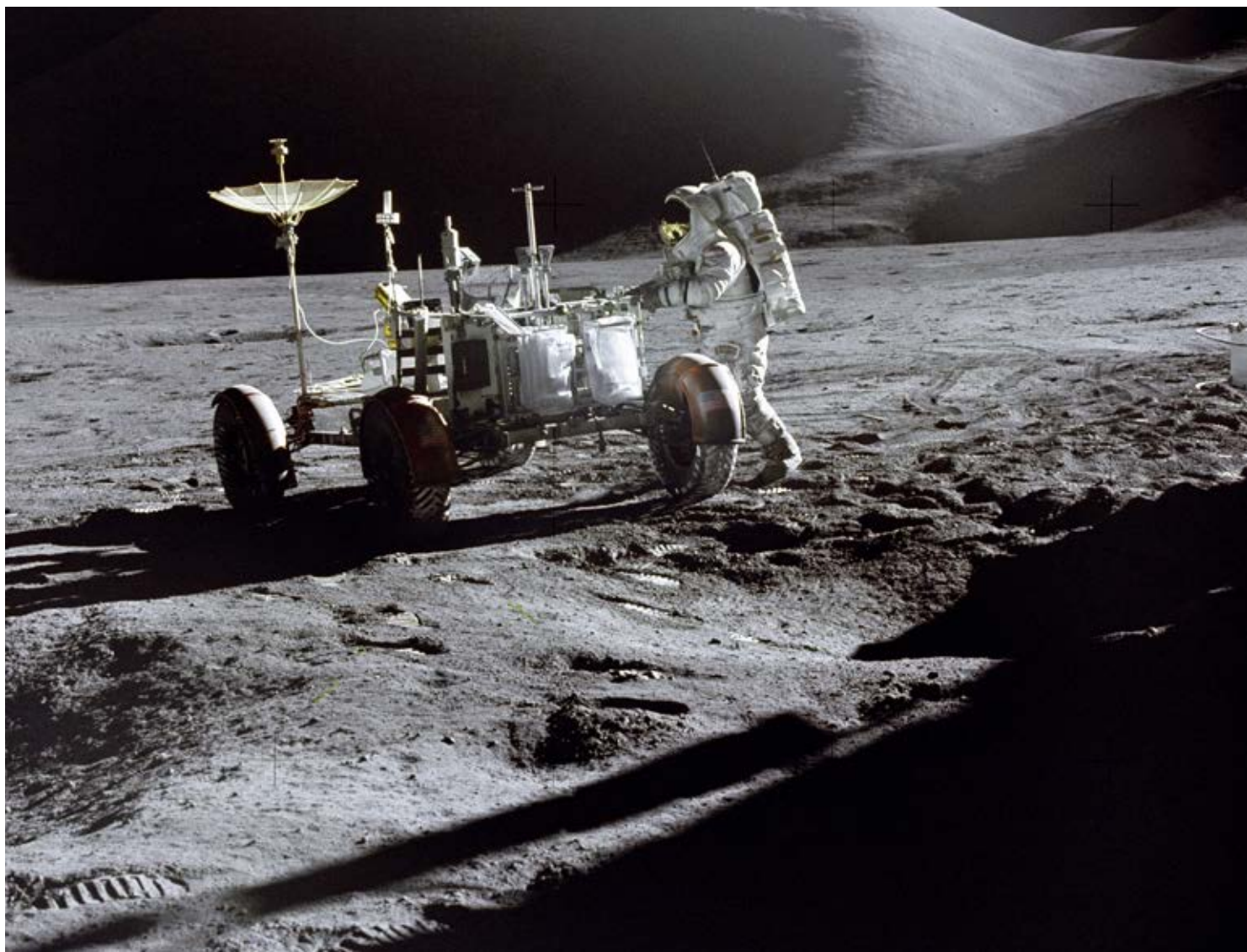
2015 will be a busy year for the Victorian Club as well as the NSW Club with the National Rally. Please note again the earlier date for the Classic Showcase and

the change of location to Mornington Racecourse. In June we will be displaying Volvo's in Federation Square (Birraring Marr). This event is by invitation only, through the committee, but if you have a Volvo of a high standard or historical significance by all means please let us know. The National Rally in August and this year is the Classic Bay to Birdwood in Adelaide again. Plus, all the drive days and guest speakers being organised throughout the year.

Take the time to have a look at our webpage www.volvovic.org.au to keep up to date with events, photos of past events and Volvo's for sale. The new look website is more interactive and now easier for us to keep updated. A big thank you to Ben and Daniel for all the hard work.

Above everything else, look after yourselves, your family and your world. Treat everyone in the manner you would wish to be treated and maybe, just maybe we can turn some of the madness away. My hope is that one day I wish a wide-eyed 12 year old will be watching a human walking on Mars or some other distant planet.

*Until next time,
Heino Nowatzky*



Ed's note

Welcome to 2015! Well, it's not quite 2015 here yet, there's a few days to go before new years. I hope you've all had a great Christmas and enjoyed a good, relaxing break!

So there's a bit of news here in Volvo land. Locally, we now have a new club up in Queensland – the Sunshine State Volvo Club (SSVC). It's great to see there's a new club up there already holding events and getting a good group of people together. Congrats!

Nationally and Internationally there's a bit of a rumble with Volvo's international marketing director Alain Visser talking to media about motorsport no longer being relevant to their marketing message and extracting themselves from all motorsports ASAP. Although I can understand that their focus on smaller engines with more efficient power goes against motorsports at face value, it ignores the value of exposure that Volvo has reaped from entering, and winning V8 supercars. Overseas their STCC cars are regular winners and with V8 supercars moving to a more open format with all sorts of engines and induction available, Volvo's triple-charged engine could completely change the public perception of greener drivetrains. That perception change can have such a ripple effect that in itself, could be marketing gold.

I've personally noticed that Volvo is getting more exposure in the media and generally on the internet. Big social/viral car websites like CarThrottle are talking about all the Volvo models a lot more, and few are disparaging. If anything, it seems BMW and Audi are taking the brunt of it. That's good news for me as I own both a Volvo and a Camry! (Well, an Aurion). It does highlight though, that Volvo and Polestar are making a difference and that there is a change. It will be interesting to see where Volvo and Alain goes from here!

On a different tack, I received a refresher course on Melbourne driving in early December as was down for a conference on Accessibility. I chose a brand new Toyota Yaris from Hertz and I gotta say, for a tiny car, it wasn't bad. I read the reviews where the Yaris was considered an average buy, where it did everything ok but nothing spectacularly. As my other options were an i20 or a Mirage, I thought the Yaris was a wise choice. If I had the option of an i30 or some of the newer mid-size cars that would've been better – but the budget said no.

On my drive around the ring road and through the city I definitely would've preferred my 240, but the Yaris was peppy enough, used bugger-all fuel and would've been quite safe in the few occasions I got caught up in bad situations – such as almost being sideswiped at 100kph on the ring road. Being new to a lot of the changed lanes on the ring road, my hesitation and late lane changes probably didn't help others either. It still surprises me how poor our general level of driving skill and ability is out there on our roads. In Melbourne it manifests itself as road rage, impatience, territorialism, and some

red light running. In Canberra, it's a general lack of respect of the road rules with chronic speeding, late lane changes and tailgating. But are drivers only to blame for this behaviour? Regardless of the lack of professional education and options such as defensive or advanced driving courses, the general experience of driving in each city affects how people behave.



Melbourne has an unbelievably draconian approach to speed. In the first four hours of being in Melbourne I think – I think because I haven't received anything yet – I got a speeding ticket and a red light ticket. The speeding ticket on the ring road after almost missing a turn-off, and the red light on Flinders Street as I was concentrating on getting to Southbank and not getting hit by a rental truck at the same time. Traffic light cycles are very short with long waits inbetween and there are some very strange traffic flow funnels that lead through the city. The result? Frustrated, impatient and angry drivers.

Canberra has good roads, fairly modern cars with minimal police presence. People learn to drive in country conditions and don't learn how to merge properly, give space to other drivers and understand traffic flow. They've just never been exposed to it, and that's a big problem. Country kids always have higher rates of accidents because they haven't had to deal with high traffic volumes. I'm not sure many Canberran drivers would survive long in Melbourne!

So what's the solution? Well, it's obviously better driver education, but any details might be best left for the next edition!

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



Victorian club noticeboard

Membership update

As of 14 December we have 281 financial members and 20 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.

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 14TH DECEMBER)

Peter & Julie McKenna (240)

Anne Muir (244GL)

Jacob McNish (242GT)

Andrew White (V50)

Ryan Marshall (S40, 740GLE)

Husam Seif Mohamad
& Fadya Mazhi (S40)

Matt Carlyon (V40 T4-M)

Michael & Carole Boucher (XC90)

Brad Beecham (XC90, 242GT)

Thorkild & Knud Sonnichsen
(242GT)

Baruch Avi & Jennifer Dascal
(264GLE, 240GL, V70, 940GL)

TREASURER'S REPORT

The club's bank balance on 14 December was \$10,249.81. 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 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.



No more motorsport for Volvo?



Volvo's future in motorsport, including its participation in Australia's V8 Supercars championship, has been thrown into doubt after the Swedish company's global marketing boss said it doesn't fit with the brand's core philosophies.

Volvo international marketing director Alain Visser told Swedish financial newspaper Dagens Industri that racing contradicted the car maker's modern-day image.

"Motorsport does not conform with our brand, where we stand for smaller engines and safety," Visser said.

"We are therefore pulling out of STCC (Scandinavian Touring Car Championship) for example as soon as the contracts permits."

Volvo's current contract with the STCC runs out at the end of 2015, while its V8 Supercars arrangement ends at the end of the 2016 season – just before the new Gen 2 Supercars regulations permitting turbocharged four- and six-cylinder engines to compete are introduced.

Volvo Australia marketing and communications director Oliver Peagam told CarAdvice the company was committed to its current V8 Supercars partnerships but had made no decision about its racing future beyond 2016 at this stage.

"Volvo Car Australia has a contract with both Polestar and GRM to be involved in the V8 Supercars Championship through to the end of 2016," Peagam said. "At that point, as with every contract, it will be reviewed."

"Globally, Volvo has a long-term partnership with Polestar as their official

motorsport and performance partner – Volvo's direct involvement with motorsport now goes solely through Polestar."

Speaking with European motorsport website Touring Car Times, a Polestar Racing spokesman said the team's position remained unchanged for 2015 but admitted its involvement would be assessed beyond that.

"We are going to continue racing in the 2015 STCC and V8 Supercars," he said.

"The STCC contract runs out after 2015 and V8 Supercars after 2016. We are going to evaluate our participation after that, as we for example have done a number of times in the past for the STCC, a championship we have taken part in since 1996.

"We have a long-term contract with Volvo as the official motorsport and performance partner. The form of cooperation regarding motorsport between Volvo and Polestar is currently being evolved and we look positively towards the future."

Speaking with V8 Supercars last month, new Volvo Australia managing director Kevin McCann threw his support behind the brand's involvement in Australia's premiere motorsport series.

"I think it is a great way to showcase our product and technology, it is a really wonderful rallying point for our staff and our dealer network, who need the motivation and enthusiasm to continue to work the market," McCann said.

"Sport is really a big part of our lives and if we want to communicate with the Australian public then sport is an ideal way to go. We are a car company so probably the most direct sport we can become involved with in a competitive sense is motorsport, and if we can add that involvement, that active engagement with the marketing elements and the sponsorship elements it also comes with, then it should be a good thing for us."

Volvo enjoyed a successful debut season in V8 Supercars this year, with Volvo Polestar Racing/Garry Rogers Motorsport lead driver Scott McLaughlin finishing fifth in the championship on the back of four race wins and 10 pole positions, the latter equalling the performance of championship winner Jamie Whincup.

Late last month the team announced the signing of David Wall for the 2015 season, replacing Swede Robert Dahlgren, who is returning home to race with Volvo Polestar Racing next season.

In Europe, Volvo Polestar Racing driver Thed Bjork claimed his second consecutive STCC championship win in 2014, while teammate Fredrik Ekblom finished third overall.

Source: CarAdvice.com.au



S60 Cross Country

Volvo Cars is stepping up to meet the demands of its core customers with the unveiling of the exciting S60 Cross Country at the Detroit Auto Show.

Back in 1997, when Volvo was the first premium brand to introduce an all-road capable variant of its successful wagons, no one could predict the future success of the crossover concept. Today, the crossover is ubiquitous and has helped to define a whole new category of lifestyle vehicle. Volvo is once again taking a bold step forward – this time in the sedan segment – with the unveiling of the S60 Cross Country – the first premium sedan with the same level of capability and rugged design cues of the renowned Cross Country wagons.

Like the recently introduced V60 Cross Country, the S60 Cross Country shares an increased ride height of 65mm

(2.5 inches) and comes with the same capable All-Wheel Drive underpinnings of its sibling, making it the only truly capable and stylish all-road sedan crossover on the market. The S60 Cross Country will also be delivered with front-wheel drive in Europe and selected markets.

“The S60 Cross Country is the sole contender in the crossover sedan segment. We have identified a clear niche in the market for a more capable sedan with rugged styling cues and a higher stance. The S60 Cross Country will appeal to people that are searching for an exciting and capable sedan, whilst enjoying the clear benefits that a crossover offers,” says Alain Visser, Senior Vice President Sales, Marketing and Customer Service.

Source: Volvo Cars



Connecting cyclists and Volvos – in a good way

In a ground-breaking collaboration, Volvo Cars, protective gravity sports gear manufacturer POC and Ericsson will present an innovative safety technology connecting drivers and cyclists for the first time ever at the International CES in Las Vegas.

The technology consists of a connected car and helmet prototype that will establish 2-way communication offering proximity alerts to Volvo drivers and cyclists and thereby avoid accidents. No car manufacturer has previously put a stake in the ground to help address the problem by using Connected Safety technology – until now.

Using a popular smartphone app for bicyclists, like Strava, the cyclist's position can be shared through the Volvo cloud to the car, and vice versa. If an imminent collision is calculated, both road users will be warned – and enabled to take the necessary action to avoid a potential accident. The Volvo driver will be alerted to a cyclist nearby through a head-up display alert – even if he happens to be in a blind spot, e.g. behind a bend or another vehicle or hardly visible during night time. The cyclist will be warned via a helmet-mounted alert light.

The innovative concept is a result of an all-Swedish partnership between Volvo Cars, POC, the leading manufacturer of protective gear for gravity sports athletes and cyclists and Ericsson, the world leader in communications technology and services. The innovative, cloud-based safety concept has exciting development opportunities and will ultimately help save lives across the whole spectrum of unprotected road users.

Source: Volvo Cars





Morris Garage

18 October 2014





Muckleford drive

26 October 2014





Christmas lunch

23 November 2014



Voldat tune-up day

30 December 2014

Grumpy: The oldest Volvo in Australia

THE OLDEST VOLVO IN AUSTRALIA

John Johnson, long time Volvo Club member and enthusiast, owns probably the oldest Volvo car in Australia. That is until someone finds an older one some 800 kilometres west of Alice Springs! John was looking at unique car advertisements on eBay when he saw a rare 1938 PV52 listed for sale in England. After negotiations with Kevin Price in the UK, the car was shipped to Melbourne. It only took a month to reach Melbourne by ship, but took another two months of paperwork before John got his hands on the car.

IMPORTED

It was imported from Sweden to the UK on January 1989 by Mike Lawrence in the town of Brixham in the county of Devon, which is on the south-west coast of England. Apparently His Majesty's Customs did not take kindly to the importation of a 51 year old car and charged 905 pounds which at the time would have cost A\$3,4030 at the exchange rate in 1989!

Apparently the PV52 was part of a private collection of cars in Sweden and was put up for sale in 1988 probably on the death of the owner.

Mike Lawrence first registered the car in England in February 1992 as YSK 388, and from the Ministry of Transport road safety certificate, was being driven in 1994 to 2003 but only covered 1552 [miles or kilometres?] in 8 years which

would average 194 per year. One of the oddities of the paperwork is that Mr Lawrence is recorded as the 'Keeper' rather than the 'owner' of the car.

The only other record of the car was that it was first sold to a Leif Andersson of Partille, an eastern suburb of Gothenburg (the home of Volvo) which is the second largest city in Sweden and the fifth largest in the Nordic countries. Situated by the Kattegat, on the west coast of Sweden, the city proper has a population of 540,132.

IMPROVEMENTS

Since taking delivery of the car, John has fitted new cross-ply tyres from *Antique Tyres* in the UK. The tyres were fitted with white sidewalls. He has completely rebuilt the brakes – the brake drums were badly worn and rusted and he had new drums cast using an old drum as a mould. The wheel cylinders were re-sleeved and the master cylinder rebuilt by a brake specialist. In order to be registered in the UK the radiator ornament was cut off since it was regarded as safety risk to pedestrians. In Australia the leaping Jaguar had to be removed from cars but the Mercedes-Benz was then fitted with a folding three-pointed star should a pedestrian travel along the bonnet! Wheel bearings have since been replaced with new SKF bearings just like the original. Other than a change of oil and new spark plugs and distributor points, the motor did not require work. The clutch was replaced

and the gearbox was fitted with new seals. The windscreen wipers have two separate motors [!] and a defective one was replaced with one from a swap meet for \$10. Basic spare parts are available on the internet and the 6 volt electrics were originally from the United States – even the carburettor is identical to these fitted to American cars in the 1930's

THE BODY

There was very little rust in the body after 76 years and a cut and polish brought up a bright shine. The steering wheel was in very poor shape and a new one identical to the original was fabricated by Pearl-Kraft of NSW. The seats were originally upholstered in a grey terry-towelling material which can be seen under the jazzy plastic seat covers apparently fitted in the 1950's. The carpet is worn and is not original; John expects to replace with new carpet similar to the original.

DRIVING

The car is easy to drive and accelerates smoothly in traffic with its 86 brake horse power (64 kilowatt) six-cylinder 3.6 litre motor which has plenty of torque. A remarkable very original car.

HISTORY

Assar Gabriellson and Gustaf Larssonon were engineers working for SKF the Swedish ball bearing firm and when they started making cars in 1927 they continued their relationship with SKF. Sweden is one of the largest countries

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in Europe and in the 1920's the road system was undeveloped when compared with France and Germany. So the partners looked to the USA where the sturdy cars with tough suspensions could cope with long distances over dirt and gravel roads in cold snowy weather.

A company formed by Gabrielsson and Larssonon, Volvo was incorporated in 1915 as a subsidiary of AB SKF, the Swedish ball bearing manufacture, which is the largest bearing maker in the entire world. In Latin, the name Volvo means 'I Roll'. The Volvo symbol is an alchemist's symbol for an iron ore.

THE PV52

Introduced in 1937, the Volvo PV52 was the replacement to the PV51. Much better equipped than its predecessor, the PV52 came with two windscreen wipers, double sun visors, a sprung steering wheel, an electric clock, a loud horn, folding backrests, a heater with a defroster function and a reading lamp in the rear seat along with armrests in all the doors.

The year 1937 was a fantastic year for Volvo, setting several records. Production numbers rose to 1,804 units and the PV52 was the 25,000th vehicle produced by Volvo.

The PV52 Special came in a variety of colours; maroon red, light-blue, light-green and black. The all-new colours came with a variety of interior selections.

PV51-52

The Volvo cars were quite expensive compared to their imported competitors. The PV51 was the answer to a request from Volvo's dealers to offer a smaller and less expensive model. The rear end of the body was similar to the Carioca, but the front was new and the interior was simplified, to cut the price. The PV51 had to make do with a live front axle.

In early 1937 the deluxe model PV52 was introduced. The equipment list included twin sun visors, twin windscreen wipers, a watch, a heater and armrests on all four doors.

In March 1938 the PV51 Special and the PV52 Special were introduced. On these cars the spare wheel was moved from the boot lid to the boot floor. The cars



had an expanded boot to increase the luggage space.

PV52: 1937-38

1046 cars built, de luxe model offered.

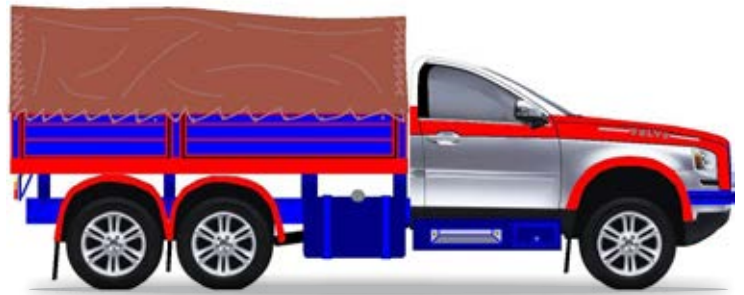
Today, a production of only a thousand cars would be considered minute, but with a population of only 6 million in 1938 and the country only just recovering from the Depression (1929 to 1933), there were few people with the money to buy a new car. With the talk of war, even those with money would be hesitant to invest.

Sweden was neutral during the war 1939 to 1945 but was almost completely isolated from the rest of the world.

After the outbreak of the Second World War, production continued, to provide transportation to the Swedish Armed Forces and other official functions. Most of these wartime cars had a wood gas generator mounted on a trailer behind the car, since the engine had been converted to run on this domestic fuel. In 1942 (when wood gas had not yet reached the height of its popularity), there were about 73,000 wood gas vehicles in Sweden.

Grumpy

Dion's imagineering



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*Conditions Apply



200 series register

Welcome, club members, to this issue's 200 Series Register Page. First and foremost, I'd like to begin by wishing all club members a hearty Happy New Year! "Where has he been all these months?" I hear you ask. Having sustained this segment of the magazine for several years, some time ago I simply ran out of original content to write about, and so took a hiatus for a while rather than continue to struggle to find subject matter just for the sake of it. I honestly think it's important for the Register Captains to maintain some kind of presence in the magazine, if even just to remind members of who we are and the model series' we represent, so my intention is to "drop in" with an article on a semi-regular basis when the opportunity to contribute some worthwhile content presents itself. The fact that I field phone calls and emails pertaining to the 240 series from folks – both club members and from the public – who have found my details on the club website suggest that I'm accessible, but I'd also like to use this space to entertain and inform, as well as to boost the local Victorian content of the magazine, whenever I can.

So where exactly has the motivation come from this time around? About fourteen years ago, back when I'd only been to a couple of display days with my white 1976 244DL, a then teenager named Angus Campbell-Wright turned up at the club with lots of enthusiasm and a rare white two-door 1975 242DL which he had been busily improving and modifying. As I recall, Angus won the Robert Shannon Award for a young enthusiast with a classic car at the Flemington Display Day back in about 2001. I remember then club president Lance Philips also making mention of Angus and his car at a night meeting and remarking that a certain Mark Hoffmann ought to watch his back as it wouldn't be long before Angus would be pipping him at the post for the 240 series award at an upcoming display day! I scoffed at that suggestion at the time and luckily for me, that prophesy didn't come true. Angus moved on from the 242 (or backwards depending on your perspective) to a 760 Turbo, a car famous in the club for its performance mods allowing it to record other-worldly figures on the dyno, and I continued on, for the most part flying the flag for the 200 series. I'm told that Angus still has

the old 242, although it's languishing off the road these days with the possibility of becoming a future restoration project, and will hopefully remain in the family. But the fact that Angus is now married and has a toddler son also suggests that his priorities might rightfully be elsewhere, and that the 242 isn't going to worry me anytime soon.

It just so happens, though, that Angus has a younger brother, Duncan, who at 15 years of age has just bought a running car, a 1987 240GL, to join his 242GT project car. Worryingly, this puts him about eight years ahead of where I was at the same age. Duncan is a really nice guy and I've recently enjoyed getting to know him and hearing about his car and plans for it. He also has the kind of enthusiasm for Volvos in general and particularly the 240 series, that I'd like to see more of in the club. What impresses me most, though, is Duncan's knowledge of parts and accessories and his apparent skills in mechanical and auto-electrical work, developed through multiple wrecker visits and time spent on ebay and the online Volvo forums. It also helps that Duncan, like myself, comes from a "Volvo family" with multiple vehicles in the family fleet that have instilled an enthusiasm for Volvos.

I often have to remind myself that Duncan doesn't have the benefit of several more years of experience behind him, as I recall that it took me years to learn all the many and often subtle model differences in the 240 series and to establish my abilities for working on cars, not to mention building my knowledge



base on my favourite subject - Volvo 240 accessories. The fact that Duncan seems to know as much if not more than I do in many areas, and in fact that he's proven me incorrect on several details recently, is going to keep me on my toes, as is the fact that he is improving and modifying his 240 at a fast rate and plans to show me up before too long at club display days. The cheeky guy

even remarked that I must be "scraping the bottom of the barrel" these days, if I'm down to details like hand-painting the mudflap screws! Duncan also has a knack for finding rare bits and pieces at the wreckers and via the internet, and he and I are planning to team up for wrecker runs soon. It's just a pity there aren't as many 240s around for parts as there used to be.



In any case I get the feeling I can use Duncan's talents. He's already helping me greatly with tackling some of the projects that have been in my "too hard basket" for ages, such as a reluctant cruise control on the '85 240, and in the use of modern LEDs to improve on the 240's modest instrument lighting. He just knows a heap, there's no other way to put it. So I chatted with Duncan about putting something about his car in Rolling, and of course he was more than enthusiastic about it. Duncan writes...

Hi club members and thanks Mark. I've recently gotten to know Mark and I've seen his nice 240s at display days but had never said hi to him. Mark and I have been trading parts and ideas, and he suggested I write an article on my 240 for Rolling magazine. I said that's an awesome idea, so here it is!

I always wanted to buy a 262C but I could never find a good one in Victoria, so I bought a 242GT shell to restore and I will try to get a 262 later on. I bought the 242 from my older brother Angus, and after I bought it I started looking for rare parts with which to modify it. I got a 262C interior, an M47 five-speed manual gear box, and lots of other rare parts for it. I recently decided to keep the 242 original and to find another 242 or a 262 to put the rare parts in, as I now have lots of good parts for my next 242 or 262 Project.

After I bought the 242, I started looking for a 1986 or later 240 for parts. I looked at a few but they were too far away or too expensive for a parts car, then one came up on the Gumtree classifieds website not far from me.

My Dad and I went to look at it a few days later, gave it a good look over, and decided it was too good for parts. I then had the idea that I could buy it and drive it on my P plates. I offered the owner \$300.00 and she accepted my offer on the condition it went to a good home and doesn't get used for parts. I got the car home a few days later and started cleaning it up and after lots of cleaning, I did lots of servicing and work to get it up to a roadworthy condition.



Once I had done the more important things for roadworthy, I started working on upgrades. I fitted a GLE accessory gauges pod, and the ambient temperature gauge is even accurate! I'm planning on using lots of other GLE parts as well. I recently did a thermatic fan conversion, using a Volvo 850 fan and a 740 Turbo fan shroud to house it in. I still need to get a set of alloy wheels for the car, and I'm thinking Volvo "Draco" or 16" "Hydra" wheels would look very good on it. I also plan to do a conversion to manual transmission. Lastly, I've painted the white headlining in satin black (like the GTs had) and it looks



awesome. More updates and pictures coming soon.

Duncan Campbell-Wright.

Thanks Duncan! Meanwhile, our treasurer Adrian Beavis' light blue 1979 244GL has been gracing TV screens lately, getting plenty of air time with host Julia Zemiro behind the wheel on a recent episode of Julia Zemiro's Home Delivery on the ABC. For those who missed it, here is the link:

<http://iview.abc.net.au/programs/julia-zemiro-s-home-delivery/LE1361H008S00>

Far from being a show-pony, however, Adrian's venerable 244 recently proved that old Volvos are still more than capable of covering long distances with comfort and reliability, when Adrian did a run to Sydney and back in November. Adrian sent me the following words about the trip:

My car is a 1979 244 GL. The trip started at Melbourne and went to Katoomba in the Blue Mountains via Maldon in Victoria and Cowra in NSW. All up, it was about 1800kms. The car is in sound condition, and when it set out it had driven just under 110,000. (That is, about 3000km per year, so this trip was over six months of driving, all done

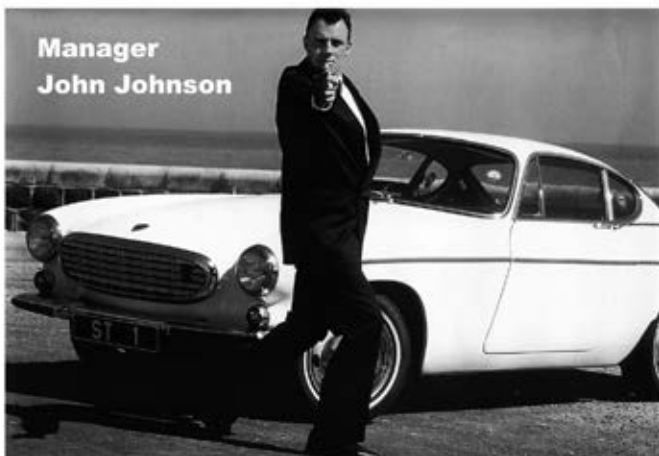
in a week). At West Wodonga on the return trip, a landmark of sorts rolled up; 111,111 kms. A similar number of bugs as kilometres driven were spread across the front of the car by this time too. The car performed faultlessly. The only anxiety was a steadily rising water temperature out on the plains of NSW coming home. A step out of the car when refuelling explained all; it was a very hot day. The air-conditioning was doing its job. The average fuel consumption came in at 10 litres per 100 kms, with the car being driven at a steady, on the clock, 100km/hour. This made the car the slowest on the road, but it also saved a few tickets as the highway patrols were out on the Hume. A few fellow classic car enthusiasts - an old Mustang and later an old Falcon - gave the thumbs up as they scooted by on the Hume, so there was some camaraderie on the road".

I'd like to finish on a similar note to that on which I began, and that is to wish all members all the very best for 2015. May the coming year be one of good health, happiness and prosperity for you and your families. Specifically, I wish you all pleasant and safe motoring.

Mark Hoffmann



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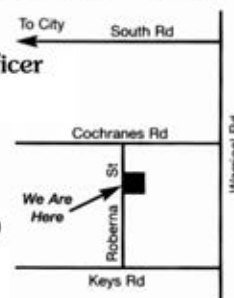


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South Australian Club



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
0400 246 305 or 08 8341 8908 (Day)

Treasurer

Colin Ireland
08 8248 5081

Secretary

Craig Rasmussen
0428 529 372

Minute Secretary

Graham Cadd
08 8387 5065

Club Captain

Ken Bayly
08 8293 2784

Historic Registration Registrars

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

Events Committee:

Tricia Judd Ireland 08 8248 5081
Joan and John Peace 08 8294 3183
Alexander Davis 0414 423 505
David 08 8556 5157
Chris (Work) 08 8265 5388

Correspondence

All correspondence to:
Volvo Car Club Of South Australia Inc
P.O. Box 218
Torrensville Plaza, SA 5031

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

www.volvocarclub-sthoz.org.au

Welcome to 2015!

I trust all members had a safe and enjoyable Christmas break. Last year's car club events have been successful and mostly well attended. The Events Committee put a lot of time and effort into each event. Please show your support by making an effort to attend at least a few events during the year. In 2015 we hope to be participating in a few more display events starting with *Victor Harbor* in early February, the *Cavalcade on the Copper Coast* in May, our *Historic Inspections and Club BBQ* day in June and of course the iconic *Bay to Birdwood Classic* in September. Note that the Events Calendar is circulated mostly by email from our co-ordinator Tricia Judd-Ireland. If you believe you haven't been receiving our emails please get in touch with a committee member to verify your address. The committee contact details are in the Info panel.

Another successful *SA Credit Unions Christmas Pageant* was completed on November 8th. Many SA Volvo club members participate as drivers, characters and support staff on the day.

It is a long day for most, starting at 4am to begin retrieving and assembling the floats from their Woodville storage shed to have them ready for the ferry trip into the city at sunrise. After the parade the floats are ferried back to Woodville and repacked back into the sheds, usually by about 2:30pm. A well earned BBQ follows with the usual debrief and swapping of war stories. Again a long day but very rewarding to see the joy it brings to the typically 300,000 plus spectators (young and old) lining the display route, and many more watching the TV broadcast I'm sure. If you would like to be a part of the day, have a chat with our Club Captain Ken.

No takers for last issues "From the Archive". It was our first Bay to Birdwood Classic in September 1997. This issues photo is of Dave and Glenys' (now Colin and Tricia's) 122S 2dr on display. Can anyone remember where and why?

Hope to see you all at an event soon.

Craig Rasmussen - Secretary



Where was this car on display and why?



'Once upon a Story Book' piloted by Barry



President Chris (centre) guides 'Granny Flo' through the parade



Three generations - Helen, Tricia and Jessica



Club Captain Ken and 'Penguins R Kooool' float



Ralph driving new float 'Snow Dome' (Photo: Mark Standen)



Sunshine State Volvo Club

AND THEN THERE WAS!

A long time ago, in a galaxy far, far away... sorry, the new *Star Wars* trailer has really excited me!

However, the other news that has us all excited is a new Volvo club... (drum roll) introducing the Sunshine State Volvo Club Inc (SSVC)... Ta-Dah!!!

Back on the 19 October, a hardy bunch of souls got together for the first meeting of the club. A committee was established with 'Rocket' Rod Wilson as our founding President with John and Estelle Dempster as our founding Secretary/Treasurer. There are a couple of other characters on the committee but, because the Police are still looking for some of us, I won't name them.

We had our 'Coming Out' party on 9 November when the 1800/120 Club were kind enough to invite the SSVC to join them at *Wheels of the Century*. Six cars from the two clubs turned up. A good time was had by all and a lot of interest was shown by the general public. It's funny - we hear all the jokes about our lawn bowling cars but, along come a couple of racing Volvos with a cool kid called Scotty 'Give it some Jandal' McLaughlin and, suddenly, we are Vikings and not IKEA.

Our next adventure (at my age, everything is an adventure!) was our Christmas Run and Christmas BBQ on 23 November. We kicked off from Ipswich and travelled up to Toowoomba via Murphys Creek. It was a lovely run taking in some terrific scenery with a stop at the quaint old railway station just outside of Murphys Creek. The cars ran well except for a recalcitrant 740 Turbo (known as 'Hedvig') who decided to vapour lock on a couple of occasions, depositing the new owner at the side of the road, and one of the 'newer' cars which had an electrical gremlin (must have been built in England!).



Our kind hosts in Toowoomba were the Dempsters who showed their wonderful hospitality by having the Christmas BBQ



at their home. Many a tall story was told during the afternoon. Hopefully the neighbours have forgiven John and Estelle by now, and I promise to eventually return the silverware and the neighbour's pet rabbit!

As the members are from various and widespread locations, we have decided to have our runs start in different locations so the same people don't have to travel every time. Therefore our next run will be on 25 January, starting at the Sunshine Coast and finishing at Kenilworth. You will find more details on our Facebook page - 'Sunshine State Volvo Club'. All are welcome!



Well, I hope you have enjoyed our first contribution to *Rolling* and remember, 'never trust a man who, when left alone in a room with a tea cosy, doesn't put it on his head!'

Cheers, Big Ears.
Clayton Wilson

CLAYTON'S GT UPDATE

Not the most interesting part of a restoration but very necessary if you want a quiet car so you can hear the nice exhaust burble. The first couple of photos show the sound deadener going in and the rest show the underlay



going over the top of the sound deadener. We bought it all off Car Builders in Melbourne (Thanks to Craig R). Brendan was very helpful in providing

good advice and we had the material a couple of days after paying for it. It was quite easy to cut and use, and stuck like you-know-what to a blanket. We also had a spare seat we put in it so it can be driven. I sat in it and sank about 6 inches (or 15 cm for you youngsters). No, I am not fat - the padding is shot!

The car has now had its exhaust system fitted (by Exhaust Innovation in Capalaba) - ceramic coated extractors



with a 2 1/2 twin system. Big brother, Rod, has heard it and says it sound wonderful and looks great. It is now over at Annvid (also at Capalaba) getting the interior sorted. The carpet is in place (Rod and I chickened out -

I probably would have injured myself with sharp objects), the back seat has been restretched (and botoxed), door cards have been manufactured and covered, a new rear parcel shelf, and the front seats are being rebuilt. Once that is complete, it goes over to Peer (the Norse God of Volvos) for a check over and a new front windscreen and to have the rear screen put back in. Then it is back to Rod and I for final completion (and a few new injuries and stuff-ups) before being set loose on the world.

Clayton Wilson

Volvo Car Club of NSW Inc.

President's Patter



If you are reading this epistle to the Volvophiles Chapter 1 Ver 15, then you made it to 2015. Well done and keep up the effort.

I am looking forward to a fantastic year – my first of 'sort -of' retirement!

Firstly I must extend a very sincere thanks to all members of our Club for their support and friendship and for once again voting me in as President

for another year. One would think you might have been a bit bored by now!

One can only do the job of running the Club when there are willing and able assistants so we also need to thank and congratulate the other members of the committee without whom the Club would not run.

Our indefatigable secretary Julie – what can I say Jules – you are my right hand woman - err.. person? Doesn't sound correct does it?

Sid has done a great job with the treasury – kept things in balance and we have finished the year in a good financial position. Sid has introduced a new colour coded system and a spreadsheet thing – sounds good, looks good, seems to work 'good' (well) and therefore by extrapolation = must be good. Personally I can't see what is wrong with a pencil and a 12-column cashbook?

Thankfully Julie and Sid have been unanimously voted back into their executive positions.

Dolly has stepped up for Vice President again and I am glad to have her on the team because she has so much experience with the history of our club and knowing the 'ins & outs' of things - we just can't do without her.

Our social calendar was quite full last year and events well attended. I particularly liked the runs up to the Central Coast . Our social butterflies – Dani and Jan are wonderful organisers (well you've got to say that otherwise we get a clout around the ear later) and operators and must be commended for the support and love shown to their spouses also on the Executive- we had a clear demonstration of the Sid – Dani loving relationship at the Club's Christmas Party held at their lovely house. Thanks again to you two for opening the house to the hordes- we know how much work you put into getting the event organised.

We also have other committee persons without whom we would not make progress – particularly with the up-coming 2015 rally – yes it will be upon us before we know it.

Huge thanks to Ray and Vivien Zavattaro (AKA Zava and Viv) and Mr Bennett (AKA Graham) for their input and who can forget to thank the Pymble Wizard – Mr Lister – they call him lots of things but most know him as Gerry and his wife Margarita the latter whom we have proclaimed as official Club Photographer – essentially because she has a really BIG camera.

Thanks also to our Web Wizard – Brendan and our Tec Wizard – Mr 4M (AKA Master Mechanic Mike Mitz). Your knowledge and efforts are much needed and appreciated and will be more so as we get the momentum going for the 2015 Rally.

Starting this year we will operate a Fund Raising committee of one, being Mike Watts – well maybe 2 if his wife Maria gets on board. We realised we need a fundraising specialist and Mike is just the person. We suggested cake stalls, sausage sizzles and the like but he has brought to us the "100 CLUB" –

This year's NATIONAL RALLY really IS going to be the one "NOT TO BE MISSED" – we have confirmed that both Pelle Pettersen and Irv Gordon are attending and we may have the head of Volvo Archives, Per-Åke Fröberg – we are waiting for confirmation.

To make sure the Club has adequate funds to meet our costs to make the Rally 'The Best Yet', Mike will run the 100 Club – which simply stops the need for the constant raffles, cake stalls and sausage sizzles- it is essentially a social lottery. We sell 100 tickets to members for say \$30.00 per ticket and have two prizes per month – announced at the monthly meetings – of a set \$\$ prize amount. (to be determined)

The winning numbers are the NSW lottery numbers – last two digits of the winning number for the two weeks prior to the meeting so everyone will know what they are by looking at the lottery results.

We will kick this off in February '15 and I would enthusiastically encourage every member to take up one number or maybe two or even three numbers. It is a contribution to the club and your chances of winning a prize are very good. Sid will also keep an eye on monies in and monies out and let members know the progress. (Interstate Club purchasers are welcome also – beats giving your money to TATTS).

Congratulations to the Sunshine State Volvo Car Club on getting started – hope we get lots of you down for the Rally.

Can't let a (bi) month go by without once again recognising the fantastic efforts put into the production of ROLLING magazine – I am sure it would sell well if it went on the news stands!!

I think that just about covers what I wanted to report – I can't believe how quickly last year has gone – but we seem to be saying that every year.

None of us is getting any younger – so let us enjoy our Club and the companionship it brings as well as the enjoyment we get from doing the things we love to do – WHILE WE CAN.

My warmest regards to Volvo Club members Australia Wide.

See you on the Highways of Life. *Ted Warner, President*



Volvo Car Club of NSW Inc.

Committee 2015

**Affiliate of the
Council of Motor Clubs**



PRESIDENT

Ted Warner 0412 244 144
jwa43698@bigpond.net.au

VICE PRESIDENT

Dolly Diaz 0412 267 878
dolly_d@tpg.com.au

SECRETARY

Julie Williams 0409 161 357
hollymist@bigpond.com

TREASURER

Syd Neale 0404 810 209
sydneale@hotmail.com

TECHNICALS

Mike Mitz 0433 116 763
americanmike@gmail.com

SOCIAL

Dani Neale 0404 810 209
& dani.neale@hotmail.com
Jan Warner jwa43698@bigpond.net.au

WEB MASTER

Brendan MacGillicuddy 0406 023 269
povo74@hotmail.com

GENERAL COMMITTEE

Ray & Vivian Zavattaro 0468 489 704
rzavattaro@internode.on.net

Graham Bennett 0408 600 475

Gerry Lister 0412 221 211
info@volvodownunder.com.au

CLUB PLATE REGISTRAR

Dolly Diaz 0412 267 878
dolly_d@tpg.com.au

MAGAZINE EDITOR

Julie Williams 0409 161 357
hollymist@bigpond.com

Website: www.volvocarclubnsw.com

Email: hollymist@bigpond.com

All mail to:

PO Box 138, Brighton-le-Sands, NSW 2216

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.



Model Gurus

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

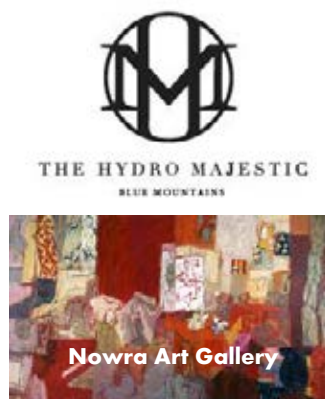
1800 Series	Ralph Diaz	02 4296 4951	dollydiaz@bigpond.com
	Gerry Lister	02 9499 6666	0412 221 211 info@volvodownunder.com.au
122 series	Ted Warner	9521 8204	tw@firstneon.com.au
	Gerry Lister	02 9499 6666	0412 221 211 info@volvodownunder.com.au
140 Series	Gerry Lister	02 9499 6666	0412 221 211 info@volvodownunder.com.au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

NSW Club Social Calendar for 2015

Okay guys and gals....we had a committee meeting on 9th December and set the entire calendar for 2015, so there are no excuses for not coming along or saying, "we didn't know it was on". It looks like a really good year coming up for us with the National Rally in August being the feature event. You won't want to miss out on that one. You can come to all or just one of the proposed events over the weekend of 14th to 16th August. It's up to you, but we are pulling out all the stops to give you the event of a lifetime so, please do your best to get there.

Check your in-box for flyers, check out further issues of the magazine and on the website for more information on all our events.

January	Holidays and rest time to recharge the batteries for the rest of the year.
February Thurs-Sat 5th-7th	Gnoo Blas Classic - Jack Brabham Park, Orange (Featuring Volvos) Saturday evening is the Enthusiasts Dinner with Special Guests Robbie Francevic & TV Presenter Scott McGregor Sunday is morning tea at Lake Canobolas & lunch at Orange Botanic Gardens Contact: denisgregory@bigpond.com
March Sunday 1st	Show 'N' Shine Hills Lodge, 1 Salisbury Road, Castle Hill (Cnr. Windsor Road) A flyer, with directions, lunch menu and cost for lunch etc, will be emailed to all our members closer to the event. It worked, so well this year (and we have hard-stand parking if it rains) we decided to do the same for 2015.
April Sunday 19th	Nowra Art Gallery A flyer will be emailed early next year for this and all other following events.
May Sunday 17th	Reptile Park, Wyoming (Bring your own picnic) If we get a minimum of 15 people the Entry is \$20 adults, \$13 concession & \$10 for kids, which is a great price as adult admission is usually \$33. They do a BBQ if we want, but at \$47.50 pp, it might be a bit steep for us.
June Sunday 14th	Southern Highlands Winery for Lunch & Cellar Door More information closer to the event.
July Sunday 12th	Christmas in July in the Blue Mountains We are looking at the Hydro Majestic, but we will confirm as soon as we can.
August Fri to Sun 14th to 16th	2015 Volvo National Rally & Shannons Sydney Classic
September 20th	Pot Luck Rally Recovery Lunch at the Warners in Woronora Bring a plate and BYO.
October Saturday 17th	Terrigal Trial & Lunch
November Saturday 28th	Christmas Party at a member's residence (Yet to be decided) We will be doing our own catering for this event....maybe 'bring a plate'??



Ted tips

Well the process of the restofix of 97 yellow continues - but not quickly enough!!

An if anyone knows anyone who has or can get hold of the adapter for the side of the oil sump that the oil temperature sender fits into then please contact me on 0412 244 144 – Urgently before I have a stroke or a fit or something.

We re making progress and since my last treatise I have made a few visits to Wally's Dream Works. No I am not just Dreamin' – Wally must be a very good repairer and painter as he does not lack for work at the moment as MR Bennett has found out.

I have recently discombobulated the front suspension – and also the motor.

Please do not talk to Wally about the accident- JUST DON'T.

POR 15 supply a great paint that looks really good on the old cad plated stuff – here are a few examples of what I painted and I am very happy with the result.



Some other bits with the POR15 black – I am using this as an undercoat to seal the items then I propose using a high build undercoat with a final coat of enamel or polyurethane.



The grill and surround came up well – I polished the surround on the buffing wheel but it can't get out the crazing of the aged chrome work and I soaked the insert in the POR 15 degreaser being careful not to leave it too long as the inset is aluminium and the degreaser is an alkaline solution –but it has come up really well.



Made a new badge for the steering wheel – looks OK but I can do better.



Getting into the upholstery process – new webbing on the seat bases now ready for the trimming of the sides and the challenges ahead for the inside door tops re-attachment of padding and the felt protector.



Can't stop now!

Keep on Volvoing

Ted



And now..... The Christmas Party !!!

If there's one thing about our Christmas parties....they are NEVER, EVER boring. Mr Editor and I got there late due to a family member's 75th birthday party earlier in the day. I used to do this stuff (going from one party to another) when I was 18, and I won't tell you how long ago that was. I never realised just how exhausting it can be.

We arrived just when everyone was sitting down to eat and by then the room was full, so we opted to sit outside on the veranda. Aahhhh, blessed cool and quiet, after the noisy family do earlier in the day it was most enjoyable. The Neale residence, I must say, is a lovely, lovely home; surrounded by bush and the pool lit up.....just lovely to sit and look at.

Now, by this time I thought we were all there, but No; I'm told, Arthur & Judy had yet to arrive. I don't know what it is about these two, but they always manage to take centre stage....deservedly so. Our Jude had a bit of a mishap when they were leaving their hotel to come to the party and tumbled down a couple of steps and banged herself up somewhat. They called the ambulance, who said there was no need to go to hospital so, they just bandaged her up and said off you go. Being Saturday night though, getting a cab would be hard, so what did they do.....the ambulance delivered Jude to the front door if you please. Now that's what I call making an entrance!!

After that Santa arrived, and from the sound of things his brain was still in Paris mode; his last stop before our little do. I won't go into the shenanigans he got up to while he was handing out the pressies.....I'll let the pictures tell the story. So, all in all a good night was had by everyone.

Jules



Dani & Jan putting it all together



Waiting, waiting, waiting.....won't be long now Frank.....



The Boys' Club



Not to leave the girls out either.....

More Christmas Party !!!



Who needs a limousine.....Our Jude arrives in style..



The Patient, seated and comfy at last.....a little 'medicine' to help things along and she's ready to party.



Heees, heeeear !!!



Can't be that bad Kev !!



Uh, Oh....look out Santa Hetty's hubby is right behind you

Hang
on....who's got
the camera
then ???



C'mon.....pucker up.....I
promise it won't hurt.



And still more !!!



The Pymble wizard gets his !!

Zava & Vivdon't put that thing near me !!



That tickles !!



For Me?????????



Ain't love grand !

That should cheer up the patient....don't you think?

Lots more great pics on the club website at :

www.volvocarclubnsw.com

and a huge **THANK YOU** to Margarita for such great shots.....yet again!!



Gra. Gra.....I wouldn't trust him with your lovely lady if I were you!



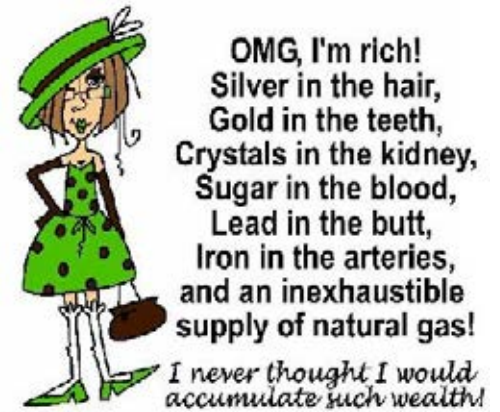
On a lighter note..... by Jules



Remember:

Amateurs ...
Built the ark.

Professionals ...
Built the Titanic



Some photos don't need captions....

Funny word, Up !

I'm sure you will enjoy this. I never knew one word in the English language that could be a noun, verb, adj[ective], adv[erb], prep[osition].

UP

Read until the end ... You'll laugh.

This two-letter word in English has more meanings than any other two-letter word, and that word is 'UP.' It is listed in the dictionary as an [adv], [prep], [adj], [n] or [v].

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP?

At a meeting, why does a topic come UP? Why do we speak UP, and why are the officers UP for election (if there is a tie, it is a toss UP) and why is it UP to the secretary to write UP a report? We call UP our friends, brighten UP a room, polish UP the silver, warm UP the leftovers and clean UP the kitchen. We lock UP the house and fix UP ...

At other times, this little word has real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing but to be dressed UP is special.

And this UP is confusing: A drain must be opened UP because it is blocked UP.

We open UP a store in the morning but we close it UP at night. We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP, look UP the word UP in the dictionary. In a desk-sized dictionary, it takes UP almost 1/4 of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used. It will take UP a lot of your time, but if you don't give UP, you may wind UP with (UP to) a hundred or more

When it threatens to rain, we say it is clouding UP. When the sun comes out, we say it is clearing UP. When it rains, it soaks UP the earth. When it does not rain for a while, things dry UP. One could go on and on, but I'll wrap it UP, for now ... My time is UP!

Oh ... One more thing: What is the first thing you do in the morning and the last thing you do at night?

UP!

Now I'll shut UP!



Nothing more to be said , is there?.....



Volvo 1800-120 Club Australia Inc.

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

President

Robert Bakker 07 3283 8067
robert@rblawyers.com.au

Vice President

Jeff Turner 07 3890 1993

Secretary/Treasurer & 1800-120 Magazine

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

Events Directors

Gavin Janson 0408 763963
 Maida Skaarup 07 3345 1596
 Martin Thomson & Gaye Carey

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

128 Members

President's Report

So dear readers, another year draws to a close, and another begins.

We are all at various "stages" in our lives, and these "stages" progress as do our lives themselves.

I recall first joining this club 25 + years ago. Many of its senior members were carting around lanky teenagers who were grumbling about coming to car events, or were unable to make an event as they had "taxi" duties for said teenagers. I now seem to be in this "stage".

The relevance of all this is that even if you can't make it to events, it is still important to belong to a group of people who share your interest in old Volvos. Don't feel guilty about not being able to come to an event. You are always welcome to come! Indeed, you are welcome to participate to whatever extent you wish.

An 1800 or 120 is a unique and head turning car. This becomes more and more so, as the years roll by. Although our new Volvos are nice and all that, an old car has character, charm, and most of all it has experience!

Now of course, I couldn't let you go without my usual rant about ***routine maintenance*** now that it is holiday time. Make sure your lovely old Volvo keeps going for many, many more years to come!

I hope to see you and your wonderful car at an event soon.....and I hope I can make it to an event soon, my teenager's social calendar permitting.

Until next time, Volvo for Life

Robert Bakker robert@rblawyers.com.au



Club Grille Badge \$30.00 inc. p&p
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Volvo Car Clubs of Australia
 \$40.00 inc. p&p



The Jacques Coune

Amazon Cabriolet Story



By Stoffel Mulier

The history of this particular car, started in October 1962 when it was produced at the Volvo factory and purchased 'brand new' by Jacques Coune, Carrossier. He converted the car into a cabriolet. Some months later, the Amazon Cabriolet Jacques Coune was officially presented at the 1963 Brussels Autosalon, where it fetched a lot of positive attention.

Financially it was not a cheap undertaking: The Amazon costed 3.375€ "new" in 1963. To convert it into the cabriolet, another 1.625€ was requested with an immediate advance payment of 625€. In reality it took far more work than the 1625€

The original color of this Volvo 122S (chassis nr. 14320) was light blue (code 67-1) but it was immediately repainted grey metallic before it left again the Coune workshop. The car was a gift for an 18 year young girl 's birthday. She picked the colour combination of the paint and the red leather upholstery



Inspecting the engine bay and going for a drive





A visit with Jacques Coune himself...



Rear view of unique two seater

Them are the brakes *by George Minassian*

Thirty odd years ago I was told by an 1800 owner not to touch my brakes but have them attended to by a brake specialist. Well I did and I didn't like the results which I won't go into here. Maybe it was just bad luck. Suffice to say that I have tackled all my brake repairs on all my cars (and others) since then without any dramas.



Twin circuit front & rear calipers cleaned and painted are ready to put together

There are a few dos and don'ts. Make sure you clean everything with either brake cleaner or methylated spirits only. No petrol or kerosene here unless you want all the seals to die within a very short period. Make sure the containers, cleaning brushes etc are specific for that purpose and not contaminated. By the way, this also applies to the clutch master and slave cylinders for the early cars since they also use brake fluid.

Another myth is not to split the two halves of the brake calipers. There is no other way that you can easily recondition the calipers unless you split them, provided the kit you obtained has the small rubber O rings used when you marry up the two halves once done.

A small bead blaster would make the job easier to clean up the calipers on the outside but a good wire brush would be fine if you have some extra time since it will take a bit longer to do. I use Pot Belly Black brush-on paint (Bunnings etc..) on calipers, master cylinders and brake drums with very good success. In fact you can use the same paint on the exhaust manifold too. Remember, it is used for Pot Bellies and they do get 'hot' just like those bits on your car! Complete kits are available and the most expensive parts would be the replacement pistons if they are corroded/rusted and need replacing as well. Rear wheel cylinders which at one time were viable to repair are easier and cheaper to just replace as complete units. You will of course need either brake fluid or rubber grease to put everything back together.



Typical front caliper kit with pistons





So clean everything well, put together and paint. I will mention 'clean' again in case you missed the word. Don't forget to change the flexible brake hoses. Their ability to pass the brake fluid, both ways, is just as important as getting the other items in the system reconditioned and working. You only want to do the job once. Right?

Lack of use of your car is the worst thing you can do for your braking system, as well as the other mechanical parts. I remember reconditioning my complete braking system on my 142S and putting on new tyres and then owing to work and other circumstances not registering or using it for about 10 years. Well guess what? I had to redo all the brakes again, including the hoses, once I was ready to register and use the car. Oh, and also had to change the tyres. So if you are restoring a car that's going to take a while to do, leave reconditioning the braking (and clutch) system including tyres to the end of the project. But if your car is in your garage collecting dust, then do it a favor and take it for a run now and again. I am sure you've heard this advice somewhere before, haven't you?





The Girling Brake Booster

Many an 1800 and 120 have lost their original Girling brake boosters to, in most cases, a more common booster like a PBR VH44.

Recently I was asked to try and find an original Girling for a club member since 'it would be nice to bring the car back to original'. A couple of phone calls to possible hoarders like some of us and I found one that had been discarded (but not thrown away) not far from me. It looked terrible. So a good clean up and bead blast, re-sleeve the corroded bores in stainless steel (not a job that I do personally) paint and re-kit and it's back to life.



Most perishable parts come with the kit except for one seal that is WRONG. Put it all together using the correct seals, and it's all done and ready.



The horror when I stripped this down and looking a lot better already after bead blasting and making ready for paint.

A very frustrating problem is getting this plug out. (Photo on right) The only way I found is to drill a small shallow hole to take a small self tapping screw and then pull at that to get this plug out. Easy. The plug is thick enough and there is no problem doing that at all.

George Minassian



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VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 1800S (1964)

OWNER : GAVIN JANSON (QLD)

CHASSIS: 8022

ENGINE: B20B

TYPE: 18335 HD

COLOUR : 79-1 (PEARL WHITE)

UPHOLSTERY: 307265 (RED)



This edition sees us profiling one of our events director's cars, Gavin's "Pearl".

Gavin bought Pearl from Victoria about 11 years ago sight unseen, from an ad in Unique Cars.

He knew what he was getting himself in for!

Since he has owned Pearl, he has put in a new interior, and overhauled the brakes. Some of the paintwork has been touched up.

Gavin only uses the car "socially" now, whereas before she was used as a daily driver.

Pearl has been on some long trips without any problems at all. There are no plans for any works on her for the time being.

Pearl has a B20 of unknown spec, but apparently with enough grunt to have Gavin worried about speeding tickets!

You will see from the accompanying pictures that she sports a nice looking Momo steering wheel. The rims are original.

Pearl is only 26 chassis away from our own "Ebony". It is interesting to compare the differences, as this short gap makes one a '63 and the other a '64.



Keep up the good work, Gavin and Pearl!



Xmas Lunch

On November 30th a group of Volvo 1800/120 Club members descended on the German Club at Woolloomgabby to have a Xmas lunch.

Most Brisbane residents would never know this Club exists and it was a surprise to see so many people in the Club on a Sunday.

Most of us could not find a park in the Club grounds so looking for spots on the streets became a challenge.

This was disappointing as it would have been interesting to show the

iconic Swedish brand outside the front steps of the German Club.

The atmosphere was obviously very German with drinks, meals and desserts all with German names.

The hall was filled with over 300 people; many of them children to watch a "Punch and Judy" show and then see the arrival of Santa.

It was an enjoyable lunch with a very different atmosphere.

Thanks go to our fantastic social organisers.

Merry Xmas and safe motoring

Neil Summerson

PS -- Remember – 21st February 2015 at Peak Crossing for the Volvo Swap Meet



Kev Elliott with Vic Andrews' 1800E Eastern Creek Sydney



Photo W. Gowans



ROBERT'S REPAIR RAMBLINGS

Do you enjoy working on your car?

When you get to carry out more complicated repairs, you will find you will need specialised tools.

Most repairs on an older Volvo can be carried out using basic wrenches and spanners.

There is no point in struggling to do a job if you don't have the right tool. You may as well try and get the thing apart with your teeth!

Recently, I had a spate of gearbox jobs to carry out. This required the purchase of "butt end" circlip pliers so that I could take off and put back on the special circlips holding the gears on the mainshaft. The tool was inexpensive, and made the job simple. A very sound investment!

There are other special tools that you might consider. One of these is a torque wrench. This is essential if you are doing engine work. You should also have a puller and a ball joint separator.

Sometimes, there are factory specific tools, designed for the one job only.

A tool I have also found handy recently is a "crows foot" socket, which allows you to retention the head on a B20 without having to remove the rocker assembly.

Another example is a pilot bearing pulling tool. It's virtually impossible to extract the pilot bearing without one of these, which makes it child's play.

So don't be a fool.....get the right tool!



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:.....

Club events for 2014

All events on website: www.volvo1800-120club.com
Events Directors: Gavin Janson and Maida Skaarup

Club events for 2014 in S E Queensland

January

Sunday 18th

Beach BBQ Dinner. Meet at Lota Esplanade - from 5pm BBQ Facility available BYO Food/Drink/Chair.
There is Lota Takeaway, 713 Esplanade, across from the Park if you want Fish and Chips.

February

Saturday 21st

Swap Meet at Neil and Jenny Summerson's property.

From 10.00am to 2.30pm at **97 Allens Road, Peak Crossing**
(970m from Ipswich-Boonah Road, **yellow entrance**)

BYO Picnic or BBQ meat for Lunch, drinks & picnic chairs/table
(tea/coffee will be available to save people bringing hot water).

This is a great opportunity to have a swap meet of Volvo bits and pieces, parts, models, books and brochures. These items can be given away, sold, swapped etc.

Also, you can use Neil's hoist to check your car & discuss things mechanical.

RSVP to Neil before 12th February, email Neil at nesjas@bigpond.net.au

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 two issues or cancel the ad after the first issue, you MUST LET THE EDITOR KNOW! This does not apply to "ongoing" ads for services/new parts.

VOLVO 122 PARTS FOR SALE Front guards L&R. both excellent. Bonnet, very good. Boot Lid, excellent. Steering box. Excellent. Front head light assembly. Front Indicator assembly. Rear reflector assembly. Rear tail light assembly. Door handles / latches. Call Bill on 0429 425 759

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

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

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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 you 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

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

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

122S 4 DOOR 1968 DAILY DRIVER I bought this Volvo 8 years ago from the son of the original owner. The Volvo became my daily driver from then until around 18 months ago when I took it off the road to deal with some rust that had been in the doors since I bought the car. In that time I have had the generator rebuilt, motor rebuilt (only the second time it has ever been rebuilt, did it as a precautionary measure when the timing gear wore out), diff replaced and general minor maintenance. It was a fantastically reliable car for its age, sat happily all day at 100/110km/h on the freeway on many interstate trips. There are receipts dating back to the 1970's with the car. To bring

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Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford VIC 3198
Australia

mobile: 0403 814 545
email: mark@vptuning.com.au



the car back to excellent condition I believe the following is needed: Regulator rebuild, Door windows refitted (window pushes are rusted and should be replaced), minor rust in the front guards dealt with a lick of paint and some work on some tiny rust bubbles around the car would have it looking great. Some seams need restitching in the seats. \$5,000. Call Ryan on 0432 889 159.

1992 940SE TURBO 252,xxx Kms (Turbo model B230FT engine). Remote central locking* and alarm. Pioneer CD player and CD stacker in boot. Grey color leather seats in good condition. A/C is working. Alloy wheels and good Pirelli tires. A very well for its age preserved car. Has been looked after since it was purchased in 2003. Oil changes every 5,000 Kms. It has been using 98 octane fuel. Had new rotors at front and rear wheels. New A/C compressor and dryer fitted in 2007. Long life coolant 50:50. Top and bottom radiator hoses are new. The main fuel pump



fuel filter has been replaced. New cam belt and tensioner fitted at 229,000 Kms (2010) and a new harmonic balancer. Had a new rocker cover gasket fitted. Long life spark plugs. Fairly new Maintenance free battery is fitted. *some minor issues need to be addressed. A small rusty spot at the top of the front passenger door. The cable end from the hand brake has recently snapped inside

the hand lever and it will need to be replaced. *The passenger's front door locking solenoid is faulty and only locks manually. Registered to 8 October 2015, but with the hand brake problem present the car is going to be sold without RWC. RWC shouldn't be a problem after that repair. This car, regrettably, has to be sold as the family needs have changed lately and there is not enough parking space for a spare car at present. \$2,800. To contact seller, visit the club's website: www.volvovic.org.au

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1972 P1800ES Vehicle Number 00914. 4 Speed Manual with O/D and only travelled 75,000 Miles. I have never owned a vehicle that has attracted so much attention....every time I drove it. This vehicle has full NSW registration and has been restored to a very reliable condition. It has Koni adjustable suspension, Pertronix Electronic Ignition, and is a pleasure to drive. Many parts have been replaced with new. I have the original Aircon unit which would need to be upgraded before



reinstalling. If you are interested and/or require more info contact Ian on 0428 686164 or email me atianbb@bigpond.com Offers around \$24,500 will be warmly considered.

1984 240 GL One owner manual station sedan 4-speed manual with OD. Light blue duco. Always garaged, car is in good original condition. 354k. Mechanically sound, drives



really well. One ding left side rear. Currently on club plates. \$3000 with R.W.C. For inspection contact Geoff in Castlemaine on 0429 722 991

08+ V70 EIBACH LOWERING SPRING SET

Set of Eibach lowering springs for P3 Volvo V70. Should also work for the AWD S80. \$100. Contact egads in Yass (NSW) on 0432 586 740.





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<p><input type="checkbox"/> New Application (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)</p> <p><input type="checkbox"/> Renewal (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adult/Family and \$20 for Student/Pensioner. New memberships begin from date of processing, and are valid for 12 months. At the end of this period you will be asked to renew your membership (a renewal form will be posted with your final magazine). Renewed memberships are for 12 months from your membership expiry date (not date of payment).</p>
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Your Details:		Membership number (renewal only)
First Name: (Mr/Mrs/.....).....	Surname:	
Partner's Name: (Mr/Mrs/.....).....		
Street Address:		
City/Suburb:	State:	Post Code:

Contact Details:	
Phone: (.....)	Mobile: (.....)
Email:	

Car(s) Details: (You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)					
Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....
.....
.....
.....

<p>Membership Type:</p> <p><input type="checkbox"/> Adult/Family (\$40)</p> <p><input type="checkbox"/> Student (\$20)</p> <p><input type="checkbox"/> Pensioner (\$20)</p> <p>Volvo Club of Victoria Stickers:</p> <p><input type="checkbox"/> One Sticker (\$4)</p> <p><input type="checkbox"/> Three Stickers (\$10)</p>	<p>Payment Details: Total amount paid \$.....</p> <p><input type="checkbox"/> CHEQUE <input type="checkbox"/> MONEY ORDER <input type="checkbox"/> OTHER.....</p> <p><input type="checkbox"/> DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)</p> <p>Note: If you order stickers (at left), please add this amount to your membership payment. These will be posted out to you with your next magazine.</p>
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I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.	
Signature	Date.....

<p>For information about the club please contact the President Heino Nowatzky on 0425-705-045.</p> <p>For information about your membership please contact the Membership Secretary Greg Sievert on 0401-713-595 (AH) or email greg.sievert@gmail.com</p> <p>Please send this form with payment or direct deposit receipt to:</p> <p>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</p> <p>If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to greg.sievert@gmail.com</p>	
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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
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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

Rolling Australia

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