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AUSTRALIA

NO.223 NOVEMBER/DECEMBER 2015



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ROLLING

Rolling Australia November/December 2015, Issue 223

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

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VICTORIAN EVENTS CALENDAR

November

4 (Wed) - Night meeting, 8pm

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

22 (Sun) - Club Run: Festival of Cars

Cruden Farm, Cranbourne-Frankston Rd, Langwarrin, 11AM-3PM. \$20 entry fee per display car (enter from McClelland Dr), with proceeds going to the Mental Health Foundation of Australia. Relax and enjoy the magnificent grounds of Cruden Farm (home of the late Dame Elisabeth Murdoch AC DBE). Contact Heino if you're interested in attending and we can organise a meeting point for club members.

28 (Sat) - Christmas Lunch (12 for 12:30) at Motobean Café, Malmsbury

To enable our country-based members an opportunity to enjoy a Christmas lunch together with Melbourne-based club members we are holding our first country Christmas lunch. On offer is a two course Christmas roast. Cost to members is \$25 per person and tea, coffee and softdrinks provided by the club. We anticipate around 30 persons but we need to confirm final numbers by the 20 Nov. So all club members welcome but please contact Heino Nowatzky 0425705045 to advise your attendance.

December

2 (Wed) - BBQ Night meeting at Voldat, 7pm

We're meeting at Voldat and not the tennis club. Free BBQ for club members. Location Voldat, 46 Roberna St, Moorabbin.

5 (Sat) - Safety check day at Voldat

Safety Check Day at Voldat (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, 03 9553 1091.

6 (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 if you plan to attend as we need to provide the venue with a head count.

January

No night meeting in January!

17 (Sun) - RACV Great Australian Rally - Melbourne to Mornington

See details on the website www.greataustralianrally.com.au for an entry form. Entries close on the 9th of January. Contact John Johnson if you plan to attend and we will arrange to meet as a group and enter and park together. Note you must tick the 'YES' box on the form for 'Car to be judged' to enable parking in the grassed lawn area with the group.

26 (Tue) - RACV Australia Day Picnic & Federation Vehicle Display - King's Domain

For vehicles 25 years and older. Entries close on the 30th of November. Entry forms available from www.federation.asn.au. We usually have several cars going on the day - contact John Johnson if you plan to attend for the meeting point and time.

February

3 (Wed) - Night meeting, 8pm

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

21 (Sun) - Western Port Festival Classic Car Show (Hastings)

The Club is intending to take part in the Classic Car Show hosted by the Western Port Festival Committee on Sunday 21st February 2016, between 10am to 3.30pm. It will be held on the Hastings Foreshore (adjacent to the Fred Smith Reserve, which will host the Western Port Festival carnival and related activities). Heino will be the club contact for organising our attendance. For more info visit www.westernportfestival.org.au/get-involved/enter-classic-car-show/

Early Advice: 10th April - RACV Classic Showcase and Volvo Club of Victoria annual Display Day - back at Flemington this year. Watch the next magazine and website for more details.

We are looking at conducting two major events during 2016. The first is a meeting with the SA Club at a location and date TBA but anticipate it being in the Nhill Area and over a weekend. The second is a Volvo Club tour of Tasmania. While we are looking at dates and options we will accept expressions of interest for both events. Please contact Heino Nowatzky on 0425 705 045.

PRESIDENT'S PRATTLE

IT'S NEARLY CHRISTMAS AGAIN

In the last magazine I gave you the new Committee there has however been one more change. At the AGM Rod Shearman discussed taking on the Treasurers role. As the Treasurers role is the most complex, also requires changes in signatories, and needs to be advised to several Government departments we discussed a transition period. In accordance with the Club's Constitution, if a Committee Member resigns from a position then the remaining Committee Members can elect a replacement or elevate an existing Committee Member to the position. Adrian Beavis, as the elected Treasurer of the Volvo Club of Victoria Inc, has requested to retire (not resign) from the position, effective immediately. Adrian has served as the Treasurer for ten years and has been a bonus to the club and the committee. The new Treasurer for the Volvo Club of Victoria Inc is Rod Shearman. Rod is a CPA and more than qualified. He has spent time with Adrian over the last few months getting to understand the role and requirements. So firstly welcome to Rod and thank you for stepping forward to accept this position. Secondly Adrian has retired as the Treasurer but has accepted staying on as a General Committee Member and will be on hand to provide assistance if required. Thank you for your loyal service, Adrian.

The last weekend in September saw a group of Victorians, together with Robert Bakker, do the bi-annual trip to South Australia for the Bay to Birdwood, Classic event. While many made their own leisurely way over, we decided to take a three car Volvo convoy consisting of Len's PV544, Lance's 142 and our 164TE.

For the first time that I can remember the cars behaved themselves and the run over was both uneventful and trouble free. Robert got to enjoy driving duties of the PV with Len. The 164 decided to wait until we were in Adelaide before breaking down but luckily it was in an underground carpark with plenty of lighting

and a nice concrete floor. The electric fuel pump was suspected and while I was on the phone to Craig Rasmussen to see if he had a replacement pump, I was trying to get a better photo of the pump and moved the bracket at which point it burst back into life (and is still going). The automatic transmission did give us some concerns but held together. On the Saturday evening we all congregated to Alexander's place in the Adelaide hills for a BBQ with the SA Club Members. The Bay to Birdwood was held in perfect weather but unfortunately some breakdowns caused a major traffic hold up and instead of taking us the usual 90 minutes it was over three hours before we arrived in Birdwood. Most of us were sweating on the engines staying below boiling point, auto transmissions overheating, clutches slipping and fading brakes but in the end we all made it.

The return trip to Victoria was likewise uneventful but saw us joined by Greg in the ES, John in the P1800 and Dion bringing our 850GLE back from "holidays in SA". I would like to thank the Committee and members of the Volvo Club of SA for their friendship, support and hospitality. We always look forward to catching up with old friends.

As this is the last magazine for 2015 I would like to remind you to look at the club activities, including Christmas parties, covering November, December and January. I look forward to seeing many of you at our annual Christmas party and I am trying to organise a Christmas party for our country members as well.

From myself, my Family and the Committee of the Volvo Club of Victoria Inc, we wish you all a very Merry Christmas and a wonderful 2016. Stay safe, stay sober and may good old St Nick be generous and bring you a nice gift.

*Merry Christmas and Happy New Year
Heino Nowatzky*



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ED'S NOTE



So another year under our belt and it's been a big year of changes. As usual I haven't prepared anything for my column so I'm just going to wing it.

Over the year we've seen plenty of interesting projects from members across Australia, lots of drama from Volvo internationally and some very nice new models released. On the social channels I've followed club members and the great unwashed work on some fabulous project cars, watched as other mechanically challenged enthusiasts pull apart their cars and struggle to put them together and watch the everyday struggle of keeping old cars running well.

On the home front I've finally cracked it and got into a bit of vintage hi-fi, buying my first pair of beginner quality speakers. I've realised that anyone who says audiophile or identifies as audiophile is most likely a (ahem), and that working on getting my 70's era amps and receivers running nicely is quite fun.

On the car front Barry (the beige brick) is still sitting in Melbourne waiting for his heart transplant to a 740T unit. I've bought myself a Ford WP Fiesta 3-door for mobility during the Christmas season as we're already booked out for Christina and I with our pet sitting business here in Canberra. It's a very fun and nimble little car and I had the pleasure of replacing the heater box over a very, very, very long weekend. I'm hoping to take it to the hill climbs here and slowly transform it into something more fun.

Now that I have a three door, all I need to do is own a V8, Mustang, WRX and 80's Supra, and my car bucket list is complete. Maybe instead of a turbo unit I should be popping a V8 into the 240?

So what's happened over the year? Volvo's international executive arm had a bit of a lashing when Alain Visser announced their intention to give up on motorsport. It all manifested itself with Polestar kind of going inhouse and kind of being split into Cyan Racing. With the recent strong success of the Volvos in the V8 supercars it would've been (IMHO)

a bad move to drop the V8s from a marketing viewpoint. With the uncertainty and possible directions of the series Volvo could be very well placed with their new drivetrains to make an impact in a multi car/system/powertrain/fuel series.

Volvo released plenty of updates and upped the game for Volvo themselves and put pressure on their rivals. Their autonomous car development seems to be coming along well and they're releasing all sorts of hybrid powertrains with turbos, superchargers, electric motors and various combinations with multiples of each technology. It's an exciting time in auto technology (ahem, VW) and it will be interesting to see what Volvo develops in the new year.

We saw the rise of the banana benders again with the creation of the SSVC in late 2014 and a fantastic (and immediate) support base with plenty of events happening from day one. Tasmania (my home state) gets a mention too with Targa seeing a great showing of vintage Volvos in their distinctive mix of Porsche and Gulf livery. The NSW crew put on the National Rally this year with a thumbs-up from all who attended and of course the SA peeps had plenty of events throughout the year with the great Bay to Birdwood included.

Really, all the clubs had plenty of events and we were all able to share them through this magazine - something that really shows that friendly state rivalry aside, we really are one big Volvo family.

So in conclusion, I hope that everyone has enjoyed this year's magazines - thanks to Greg and all the Club contributors - and I hope you all have a great Christmas and New Year. I look forward to 2016 with some reporting on the wider Australian scene, and hopefully some content (car stories, profiles, articles and maybe letters) from you all.

Cheers,
Ben



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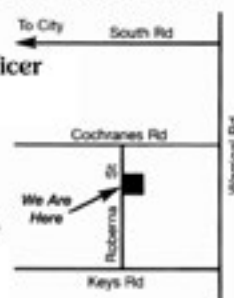


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VICTORIAN CLUB NOTICEBOARD

MEMBERSHIP FEES UPDATE

Please be advised that the annual membership fees are increasing - effective with payments made after the 1st of January 2016. The new membership rates are: Adult/Family: \$50 per year; Student/

Pensioner: \$25 per year. Please be sure to update your direct deposits and pay your membership in advance if you want to avoid the fee increase!

YOUR MEMBERSHIP

As of 18th October we have 297 financial members and 14 members who are un-financial, bringing our total member count to 311. 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!

WHY? Because we still get direct deposits that say something like "Bendigo Bank - Family Membership" with no account name, and no membership number or member name. Your name does not automatically come through with your bank transfer (depending on your bank) so you really do have to put your name and preferably membership number in the transaction description if you want us to 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. If your membership is lapsed and the police pull you over to check your details, they can contact us to confirm your membership is current. If not, you will be fined for driving an unregistered vehicle - fine is around \$700 plus! Do the right thing - you're saving a lot of money by not having to pay full registration fees, so the least you can do is keep your membership paid up. It's not that hard, and a lot of you are slack and un-financial at any given time!

ALSO PLEASE NOTE: When you put a new car on club plates, you must let Greg Sievert know the car details and plate number. If we are contacted by Vic Roads and they ask about your car, and I don't have it on my database, you could get in serious trouble! When your club membership renewal form is posted out in the magazine before your membership is due to expire, check over the list of cars

and make sure everything is up-to-date on the list. If it isn't shown on the renewal form, I don't know about it. Email me (greg.sievert@gmail.com), call (0401 713 595) or post any updates to the club PO box.

The committee has developed a set of guidelines and expectations for those members who have cars on the permit scheme.

Note for new Club Permits initiated beginning February 2015, the documentation required and forms have changed with the new rules developed by VicRoads. 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: Heino Nowatzky, John Johnson and Greg Sievert.

WELCOME NEW MEMBERS (AS OF 18 OCTOBER)

Richard Tabor
(240GL)

Neville Emond
(850R, S70, 245)

Milton Mountford
(240)

David & Belinda Henry
(122S)

Dan & Tamara Thomas
(244GL)

TREASURER'S REPORT

The club's bank balance on 18th October was \$11,733.39. For any questions about the club's finances, please contact Rod Shearman on 0468 362 144 or email RodLS@outlook.com.

CALL FOR VOLVO STORIES

If you've got a story about your Volvo, whether it's a trip, restoration, funny story or family history, we want to hear about it. We also want to hear about your tips, tricks or general info on you and your car. Write your opus and contact Ben Winkler (bwinkler@me.com)!

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.

OLD ROLLING MAGAZINES AVAILABLE ONLINE

Daniel, Greg and myself have raided the cupboard and found as many old editions of Rolling Magazine as we could, and uploaded them onto the website. Believe it or not, we've actually gone all the way back to 2003 - that's issue number 150! Enjoy.



BAY TO BIRDWOOD RUN - VICTORIAN PERSPECTIVE

The Victorian club was well-represented at this year's Bay to Birdwood Classic event in Adelaide during the last weekend in September. The main group started from the BP station in Ballan, and others made their own way to Adelaide. Weather was fantastic for the whole weekend! On Saturday evening, the South Australian club members hosted a great gathering and BBQ dinner with all the trimmings, salads and desserts at Alexander's shed south of the city. It was great to catch up again with familiar folks as well as meet some new people and hear about their Volvo projects. Thank you to the SA club for organising the dinner and providing the food, and to Alex for the use of his shed.

On Sunday we had an early start, meeting the SA club members in a car park near the Bay to Birdwood start point so we could all park together.

The sheer number of cars of all makes and models is unbelievable when you see them all lined up in the Barrett Reserve. Once we kicked off in the morning to head up to the Birdwood Museum, it was a long drive with at least one old car blocking the road with what looked like a broken axle. Once we got into the hills the pace picked up again and it was great to see so many supporters cheering and waving along the route as we drove by. We were able to mostly park together and again the SA club were well prepared with tables and chairs and nibbles to share. It was probably impossible to walk around and see every car - we made several rounds and I know we missed a large proportion of the cars. One of my favourites (non-Volvo) was a Citroen SM, the one with the Maserati engine. It's just a stunning-looking car.

Sunday after the display we followed Craig Rasmussen back to his newly-acquired warehouse. It's every person's dream shed, and with a bit of creativity he could fit enough cars for a lifetime inside! All I can say is wow, and well done Craig! Sunday night a few of us caught up in Glenelg for a delicious cheap Indian meal. It was good to see Robert Bakker down from Queensland again too.

Monday morning we all caught up in Tailem Bend, and drove back as a group most of the way. The pace was a bit too quick even with my new quieter exhaust system. The earplugs came in handy again on this trip. Thanks again to the SA club for their hospitality. Next time I might take a different car - 145? Hmm!

Greg Sievert

GARRY ROGERS MOTORSPORT VISIT TO WODONGA 6/10/15

On Oct 6th Garry Rogers Motorsport (GRM) visited CMV Trucks, the local Volvo Truck dealer in Wodonga for a stop over to meet and greet some local Volvo owners on their way up to the Supercheap 1000 at Bathurst.

A number of Volvo owners and their cars turned up at CMV on a beautiful sunny Tuesday morning awaiting the arrival of Garry and the team in the big Volvo team bus. Garry and Scott arrived with other members of the team. Scott

then signed articles and posters as did Garry. They then spoke to all of us about the upcoming race and admitted they are feeling more confident after a shaky start to the season. Garry thanked CMV trucks for being a sponsor of GRM and he also thanked the main organisers of the morning tea especially Stephen and Jenny Tanner along with Ann and Ron Merkel. Robyn and CMV staff also helped in the running of the morning tea.

We had a range of Volvo's turning up from a Volvo P1800 through to a S60 and a V50 driven by Barry Rogers. There was also a S60 Polestar. We had individual vehicles representing the whole range from RWD 200/700/900 to AWD XC70 to FWD 850, S60 and C70.

Greg Sievert





MOTORCLASSICA



2016 V90 REVEALED VIA SCALE MODEL LEAK



The upcoming Volvo V90 wagon has been revealed via leaked scale models, which have been published online ahead of the car's debut. These images were originally published by Chinese website AutoHome, and show scale models of what looks like a production version of the upcoming V90 wagon.

This follows on from a similar leak earlier this year for the yet-to-be-revealed S90 sedan. The V90 is based on the Scalable Product Architecture that has

so far spawned the XC90 SUV. Next year, Volvo will begin sales of a new range-topping sedan, the S90, and a wagon accompaniment, the V90.

In time, the SPA component set will also be used underneath the next-generation S60, V60 and XC60. Under the bonnet, the S90 and V90 will likely use the same suite of drivetrains powering the XC90, including turbocharged, and turbocharged and supercharged four-cylinder petrol engines,

turbocharged four-cylinder diesels, and a plug-in hybrid.

Stylistically, the new V90, if this model proves to be accurate, is essentially a production-ready version of the 2014's Concept Estate, albeit with an extra set of doors, the addition of working door handles and minus the concept's frameless windows.

Source: www.caradvice.com.au

2016 TOYOTA LAND CRUISER

Toyota's 2016 Land Cruiser has been released and the first thing that struck me was how similar it looked to Volvo's 2014 XC90. Coincidence, inspiration or a design trend we're going to see across more SUV models internationally?



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XC40 MULE SPY PHOTOS

A mule of the Volvo XC40 crossover has been spotted by our spy photographers in Europe. With its modified V40 Cross Country body, the vehicle seen here provides no clue as to what the new XC40 will look like, but we can see that it will be around the same size as the current V40.

As evidenced by the cut and shut rear doors, and much taller stance, the proportions will be slightly altered. With its wheel arch extensions, the XC40 should be wider than today's Ford-based high-riding V40 hatch.

Earlier this week, Volvo announced that it would debut a new generation of small cars in 2017. These vehicles will use a new component set, dubbed Compact Module Architecture (CMA), that's currently being developed by the Swedish marque.

It's expected that this flexible platform will be used for the next-generation V40, as well as a fully fledged crossover vehicle, the XC40 (seen here).

The XC40 and V40, and possibly a new S40 sedan, will be powered by the company's latest generation of petrol and diesel engines. The company is also working on a new front-wheel drive plug-in hybrid drivetrain that will slot into the CMA architecture.

When the XC40 debuts, it will give the Geely-owned Swedish car maker three entrants in the hotly contested luxury SUV market.

Source: www.caradvice.com.au

KANGAROO TECH TESTING

Volvo Cars is developing kangaroo detection technology to solve one of the most costly causes of traffic collisions in Australia. A team of Volvo Cars safety experts travelled to the Australian Capital Territory to film and study the roadside behaviour of kangaroos in their natural habitat. The data Volvo Cars collects will be used to develop the first ever kangaroo detection and collision avoidance system.

Source: Volvo Cars





30 YEARS SINCE THE 240T REIGNED OVER EUROPEAN RACE TRACKS

1985 was a golden year for Volvo in motor sport. "The flying brick" - the Volvo 240 Turbo - won the European Touring Car Championship (ETC) and the German equivalent, the Deutsche Touringwagen Meisterschaft (DTM).

When Volvo launched its 240 family car in 1981 with a turbo engine, it opened up a whole new market for the company. It demonstrated that Volvo was capable not only of building safe, durable cars, but that they could also be fast and fun to drive. With turbocharging, the robust B21ET 2.1 litre engine generated 155 hp, which meant the 240 Turbo could do 0-100 km/h in 9 seconds and had a top speed of 195 km/h. The 240 Turbo Estate was the world's fastest estate car.

In 1982, new international Group A regulations were introduced. Cars to be used in competition were to be taken directly from the assembly line and the number of modifications was to be limited. In order to compete in line with the Group A regulations, at least 5000 cars of the model type in question had to be built each year. They had to have at least four seats and the minimum weight was related to the engine capacity. The regulations suited the Volvo 240 Turbo perfectly.

The regulations also required at least 500 so-called evolution cars to be built - which was why the 240 Turbo Evolution was created. In July 1983 the 500 cars were lined up for an inspection to ensure they were uniform - split across two fields in the USA, one on the west coast and one on the east coast. The cars had bigger turbos, modified engine control systems and Water Turbo Traction - which involved water injection

into the intake, an invention developed and patented by Volvo.

1984 was the year in which the 240 Turbo began to compete for real in Group A racing. Volvo was responsible for the construction and ensuring that the required components were uniform. Competition was handled by independent teams. The first year's dividend was two wins. Swedes Ulf Granberg and Robert L. Kvist won in the ETC event at Zolder in Belgium, while compatriot Per Stureson won at the German Norisring track in the first season of DTM.

Volvo's focus expanded in 1985. Now two teams were contracted to operate as a factory team. These were intended not only to beat competitors such as Rover and BMW, but also to compete against each other.



The Swiss Eggenberger Motorsport team participated in ETC under the name of Volvo Dealer Team Europe. Their drivers were Swede Thomas Lindström, Sigi Müller Jr. from West Germany, Italian Gianfranco Brancatelli and Belgian Pierre Dieudonné.

The other team in ETC was Sweden's Magnum Racing. Ulf Granberg, Anders Olofsson and Ingvar Carlsson were their drivers. In addition to this, IPS Motorsport competed in DTM. Per Stureson had been provided with a new, competitive car for the nascent season that offered more power and better handling. Initially, competitors and audiences found it hard to take the blocky Volvos seriously. But "the flying bricks" would soon prove their competitive edge - despite lining up against cars with significantly bigger engines like the Rover 3500 V8 and the BMW 635.

The racing version of the Volvo 240 Turbo had aluminium cylinder heads and forged pistons, connecting rods and crankshafts. The injection used a custom-built Bosch K-jetronic system and the Garrett turbo charged up to 1.5 bar. The result was that the 2.1 litre engine was generating around 300 hp and gave the car a top speed of 260 km/h.

All detachable body parts such as the doors and bonnet were made from thinner metal than the production cars. The rear axle was six kilos lighter, the brakes had four piston callipers and ventilated discs. A rapid refuelling system made it possible to fill the car with 120 litres of high octane petrol in just 20 seconds.

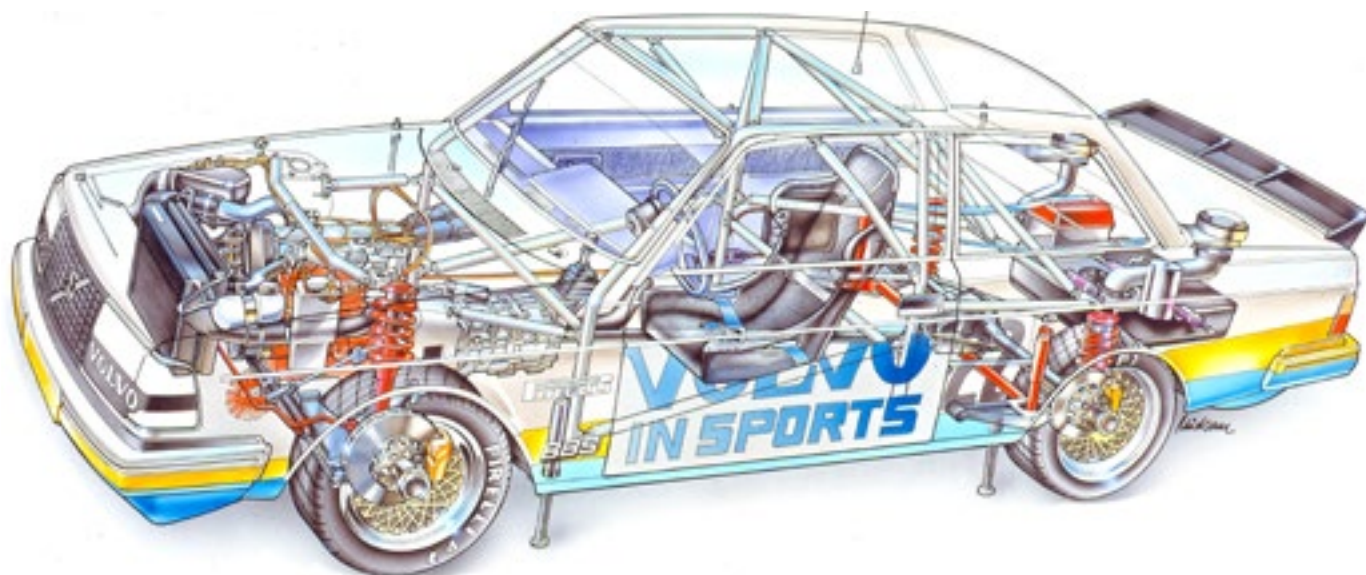
On 13 October 1985, following the race at the Estoril track in Portugal, it was all over. Volvo had won six out of 14 races and Lindström/Brancatelli had won the entire ETC series at a walk! What was

more, Per Stureson won the German DTM championship after one victory and five podium finishes.

As if ETC and DTM were not enough, Volvo also won the touring car championships in Finland, Portugal and New Zealand in 1985. In addition to this, a right hand drive 240 Turbo won the Scottish rally championship in the same year.

The interest in Volvo's Group A story in the 1980s has grown ahead of the 30th anniversary of the title victories in 1985. This includes celebrations that took place at the world's biggest Volvo gathering - VROM - in Gothenburg in August.

Source: Volvo Cars





OZ VOLVO

National Meet 2015 September 26-27, Gerringong NSW

Once again this year Oz Volvo put on the National Meet, a chance for Volvo enthusiasts from all over Australia to get together around a bunch of Volvos, a hot BBQ, and a light-hearted show'n'shine.

This year saw over 40 Volvos and nearly 70 attendees from NSW, Victoria, Queensland, the ACT, Tasmania, and South Australia make the trek out to Gerringong on NSW's South Coast. This is a huge increase from our first annual meet in 2014 in Parkes NSW, which attracted 15 or so Volvos in total.

This year we awarded eight trophies, and prizes were

provided by DVS Performance Parts, FCP Euro, and ARD Tuning.

We spent our Saturday at Gerringong's Boat Harbour having a sausage sizzle and a show'n'shine. After the formalities were dispensed with, we reconvened at the Berry Hotel for dinner and, conveniently, Oktoberfest! There were some cracking beers on tap, and everyone had a great time.

The next day at the crack of 10:30am we met at the famous Berry donut van. After coffees and donuts were had, we set out on a scenic cruise through the hills of Kangaroo

Valley to Fitzroy Falls. Some chaos ensued when the road became contraflow due to an earlier landslide, however we made it in the end, intact, but perhaps with one or two more failed suspension bushings than when we started! After some sightseeing at the falls, we parted ways... until next year!

Thanks to everyone who made it out this year, and a special thanks to everyone who helped make this event such a success! Keep an eye out around April 2016 for details of next year's event.

- James Ducker
james@ozvolvo.org

Trophy and Prize Winners



BEST IN SHOW
Danilo Enders-Moje (ACT)
2008 C30



BEST PROJECT
Rob Eldridge (QLD)
2003 C70 - with AWD conversion!

Oz Volvo is an online forum for Volvo enthusiasts anywhere in Australia to discuss Volvos, buy and sell Volvos and parts, or just chew the fat! Come and say hello at <http://ozvolvo.org>



**“Engine bay in most dire need
of a pink strut brace”**

Matt Williams (NSW)
1990 240



BEST VINTAGE

Will Reynolds (driven by Paul Rands)
1968 145



BEST 2-SERIES

Torben Toft (NSW)
1979 242GT



BEST 3/4/7/9-SERIES

Mark Icton (VIC)
1989 740 HP



BEST 850/S/V/C70

Julian Petti (VIC)
1996 850R



BEST MODERN

Stu Oldfield (NSW)
1998 S40T



DEFECT NOTICE

Jay Stagoll (VIC)
1988 740 Turbo



**Special mention: “Billie”, Nina’s 1981 244GL
a.k.a. The Oz Volvo BBQ chariot!**



South Australian Club



Volvo Car Club Of South Australia

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

www.volvocarclub-sthoz.org.au



Bay to Birdwood Classic - 26th / 27th September 2015

Thankyou to Alexander, Chris and Helen and their helpers for a quite enjoyable BBQ at Alexander's shed at Lonsdale on Saturday evening. A nice change from the traditional hotel bistro environment with people able to wander around the cars and hold a conversation without lots of background noise.

Sunday's drive to Birdwood was a lot slower than usual, but we did manage to arrive close together and be parked in a group.

We trust our interstate guests had a great time and we hope to see you all again in two years time.

Calendar

FRIDAY - 13TH NOVEMBER CLUB GENERAL MEETING

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

SATURDAY - 14TH NOVEMBER SA CREDIT UNIONS CHRISTMAS PAGEANT

This will be the twentieth year that SA club members have volunteered in this event.

SUNDAY - 29TH NOVEMBER CHRISTMAS LUNCH

11:30am - Country Comfort Adelaide Manor - 574 Main North Road, Gepps Cross.
Set 2 course menu for end of year lunch (details to follow). Including a special visitor.
\$25 per head. RSVP by 18th November with payment required to Chris Allen to finalise booking.

SUNDAY - 31ST JANUARY 2016 WHISPERING WALL RUN

10:00am - Meet at Bunning carpark, depart 10:30am. Travel to Williamstown for lunch at river carpark. Bring chairs, etc. Bakery & Deli nearby or bring your own picnic lunch. After lunch proceed to Whispering Wall. Final directions provided on the day.

Please advise your attendance (or not) by Friday 22nd January so that numbers can be confirmed.

RSVP's required for ALL events. Please call or email Chris Allen (chris_allen120@yahoo.com.au) and / or Peter Williams (petewill@adam.com.au) by the date specified for each event. Event updates also distributed by email. Please advise Chris Allen or Craig Rasmussen if you are not receiving emails or require contact via another method.



Volvo Car Club of NSW Inc.

President's Patter



Christmas is coming –

Our ever diligent secretary Julie needs to remind me that the date for the magazine input is rapidly approaching because now retired and with the grandchildren safely ensconced in Tweed Heads – meaning no requests for child minding – we (meaning Jan and I – not the royal plural) still seem to have our weeks full of “stuff to do”.

So what sort of patter does one search for – so I look to what has been on my mind of late?

With the events of recent times it is vital that we as a community stick together. This is the real value of being in a club – whether it be golf or fishing or car – it is where our common ground with other like minded people lies.

I am sure that all associated with me are thoroughly fed up with issues to solve with the resto fix of ‘code 97 yellow’ – which is now fully mobile and running and stopping quite well – but will improve. But a persistent oil leak from the OD gearbox is giving me the “irits”. Just in case you wanted to know.

When I think of all the great people I have met along the way since taking possession of the car in May of 2014 it gives me a great insight into human nature – no not the singing group – you know what I mean – the way we are and the way we relate to other people.

I do not profess to be anyone other than me. I do not think I am funny but it appears that I can make some people laugh – even my wife laughs at my sometimes-weird wit. So do the oldies who attend the musical events when I am their MC, but they will probably laugh at anything!

At the outset of the work on the P1800 I met an auto electrician just because I was looking for some headlights – never set foot in this place before but he went on line and ordered the lights – sold them to me at the same price he bought them for and following on gave me an adapter for the steering wheel that is now fitted plus showed me a lot about polishing stuff as he is a restorer as well and has given me quite a few bits since – no particular reason other than he is just that sort of bloke.

Since then there has been the brake guy, the engine reconditioner – albeit we did put the engine together, the upholsterer, and who could forget the ever polite and true gentleman Wally the panel beater and spray painter – and the amazingly insightful Ed who works with Wally – plus others who have helped with the carburetors and of course the petrol tank fixers – and friends like Russell Arnold and Torben Toft who have contributed to the outcome of the resto fix – and of course there is George Minassian, John Johnston, and The Pymble Wizard, Gerry Lister – all great guys from whom I have sought advice and sourced parts and over the course of the past 17 months have contributed to the outcome.

Yes of course there were commercial transactions occurring but never the less not one ‘take you for granted’ bone in their bodies. Guess this is why when people who have a common interest form groups so that they can be there for others and help where they can.

So what is this all about?

You can't avoid the whingers and whiners.

There is always some person or other who thinks they are the centre of the universe and everyone else is there to serve them – well I have news for you – you get back what you give out. So if you were ignored – probably means you ignore others – (maybe the feelings of the doggedly determined rally organisers who had jumped through hoops to make the event a success.) But this is your choice – obviously at your expense – well there is a long held wisdom that what you plant so you reap.

I prefer to be with the movers and shifters- the people that get things done regardless of the slings and arrows directed at them.

Oh, and I don't think I am funny – it is the other people that laugh – must be something I said.

And so endeth the lesson – apologies for the boredom.

See you on the highways of life.

Ted Warner

President

Compare all seven insurers and
find the cheapest greenslip.

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Volvo Car Club of NSW Inc.

Committee 2015

**Affiliate of the
Council of Motor Clubs**



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Monthly General Meetings



Greyhound Social Club

140 Rookwood Road, Yagoona

First Wednesday of every month from February to December.
6pm for a social dinner, and 8pm meeting start.

Call Jules on 0409 161 357 if you get lost.

**Irv's & Pelle's thank you giftsmodel 1800s donated by
Graham Bennett. The base is made from wood from
Chris Bennett's back yard.**



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

Ted's Tips

Or 'Ted the Toolman'

Or 'Tooling with Ted'

(These latter two titles were suggested by Jan)

I have just spent several hours – correct that as several usually means around 4 hours – I think it is closer to 10 hours working on the doors and more specifically the door locks of the P1800.

The door locks have been very challenging, particularly the passenger side as there was a part missing that I detected when doing the inventory of the bits and pieces that were taken off the car – there was a dodgy bit made out of drilled strip of steel but I wanted all parts to be authentic – I had made one that looked pretty much like the original but it wasn't original – so I purchased them on e-bay – had to buy the handle as well – which I don't need – so if there is anyone out there wanting a door handle – drivers side – for a late model p1800 or later 1800E and ES – I have one.

Now I have to tell you that I did need some special tools to do this job and I recently purchased same because those that I initially used belonged to Ed – Wally's insightful assistant – and he searched the car before I left to ensure that they didn't 'accidentally' fall into my toolbox!!

I am going to attach photos of said tools and before any of you say things like "I've had some of those for years" or "stupid d**kh**d, should have had those in his tool kit anyway"- well I didn't.

But I couldn't get the same ones as Ed has so I had to settle for those in the photo – yeah I know – I already had the torch with the clamp – incredibly handy device.



Reading from left to right, I am not sure what the intended use of the first item is – and whatever you are thinking it certainly looks painful, - the same cannot be said for the second, however it is a bit too angled to be of much use.

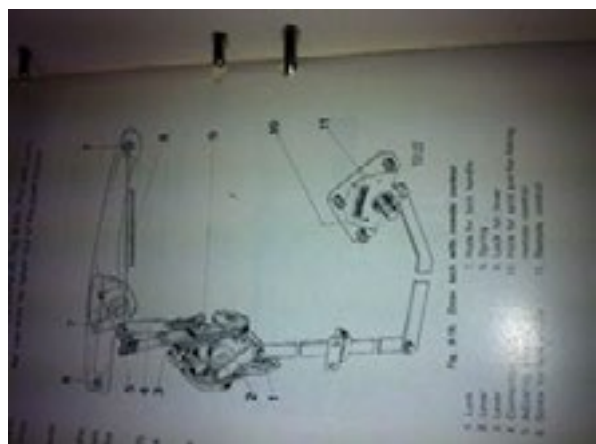
The third and fourth got a very good workout removing the door linings – albeit the material of the backing boards is very crumbly and extreme care needs to be taken removing them – but I have to say that the new clips that I purchased from Gerry were perfect – the 50 year old ones just don't grab all that well.

And the 5th – well this I used to place over the lining where the clip was located in order to drive it into the hole using a small hammer – the nylon tool protects the vinyl.

But what about the smaller tools that look like something from the dentist- well if you can get the dentist things – all well and good – but I had to settle for these and they were extremely useful for many things – just don't use them to pull out rubber trims – as they will cut. – Any fool knows that!!!

Now with all this probing and adjusting of the lock mechanism – and I have to tell you that every point on these flaming locks can be adjusted – on the handle – back and forth a few mm then on the door frame a few mm back and forth then inside the spring around the little bat thingy – see photo.

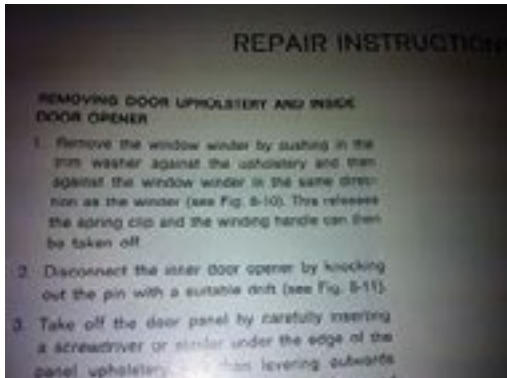
The little bat thingy #4 is the bit I got from the USA as well as the spring #8. The good news is that after adjusting everything by a p***teenth or so – It worked – well I did need to twist #5 a bit – so a good outcome. But wait there is more ----- what you ask -----



Ted's Tips

The window winders on the p1800 – 69 model have a large black “trim washer” under which is a metal cup and a large clip – a lot different to the small omega clip on the 122S and I think earlier 1800s.

Well removing the handle can be a challenge – not easy and try not to damage the upholstery behind it – which I often see. BUT WAIT – having read the service manual to illuminate the function of the bits of the door lock – guess what – yep there is a bit on the removal of the door handle. I will insert it below:



If you can't read it, I will summarise. It is so simple it is absurd – push the black washer towards the door – inwards – then push sideways – against the winder and turn the handle – the clip collides with the metal cap and winding handle pushes the clip off – and off pops the handle – brilliant.

So that is nearly the end of the story – just need to fix a few vibrations and clunks – mainly from the rear suspension rubber mountings that are hard and will be replaced probably by the time you read this.

So a few pictures might be in order-



Keep on Volvoing

Ted



Social

The full social calendar for 2016 is still being put together. We will bring it to you as soon as it's finalised.

If you have any suggestions for social events, please don't hesitate to let me know.

That said some events are already in place, namely:

National Motoring Heritage Day
Sunday 15th May 2016

Shannons Sydney Classic
Sunday August 14th 2016

Christmas Party
Saturday 26th November 2016



VOLVO
for life

National Motoring Heritage Day

A Tribute to Australia's Motoring Heritage

Sunday, 15th May 2016



Local Events:

- Bella Vista Farm, Bella Vista (Entry is Gold coin donation)
- Mittagong Public School, Mittagong
- Motorlife Museum, Kemplia Grange
- Berry Showground, Berry
- Sydney Harbour National Park, Georges Heights
- Campbelltown Steam & Machinery Museum, Menangle
- Museum of Fire, Penrith
- Westworth Falls Lake



Council of Motor Clubs Presents The Shannons Sydney Classic



Find us on
Facebook



Sunday 14th August 2016

Sydney Motorsport Park,
at Eastern Creek

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.

- Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music, the Free Spirit Markets, Rock 'N' Roll dancing, art show and much, much more !!
- Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns, : face painting and lots more.

General admission \$20

**Free entry for kids under 12 years
& Free Parking**



VOLVO



AT THE

GENEVA INTERNATIONAL MOTOR SHOW



2015



On a lighter note..... by Jules



Maxine says.....

21st Century Santa Joke.....

As a little girl climbed onto Santa's lap, Santa asked the usual, "And what would you like for Christmas?"

The child stared at him open mouthed and horrified for a minute, then gasped, "Didn't you get my E-mail?"



The Christmas Angel

One particular Christmas season a long time ago, Santa was getting ready for his annual trip ... but there were problems everywhere. Four of his elves got sick, and the trainee elves did not produce the toys as fast as the regular ones so Santa was beginning to feel the pressure of being behind schedule.

Then Mrs. Claus told Santa that her mother was coming to visit. This stressed Santa even more.

When he went to harness the reindeer, he found that three of them were about to give birth and two had jumped the fence and were out, heaven knows where. More stress.

Then when he began to load the sleigh one of the boards cracked and the toy bag fell to the ground and scattered the toys.

So, frustrated, Santa went into the house for a cup of coffee and a shot of whiskey. When he went to the cupboard, he discovered that the elves had hidden the liquor and there was nothing to drink. In his frustration, he accidentally dropped the coffee pot and it broke into hundreds of little pieces all over the kitchen floor. He went to get the broom and found that mice had eaten the straw it was made from.

Just then the doorbell rang and Santa cursed on his way to the door. He opened the door and there was a little angel with a great big Christmas tree.

All radiant and smiling; the angel said, very cheerfully, "Merry Christmas Santa. Isn't it just a lovely day? I have a beautiful tree for you. Isn't it just a lovely tree? Where would you like me to stick it?"

Thus began the tradition of the little angel on top of the Christmas tree



**Merry Christmas
&**

Happy New Year

**from the NSW
mob .**

**Drive carefully
&**

Stay Safe



Sunshine State Volvo Club



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Welcome to our new members

Ron Deering
Neil McFadzen
Johrik Chalvatzis
Helmut Absenger
Chris Grimes
Travis McLaughlin

Total Membership

44

A Note From Our President

I don't know about everyone else but for me, this year seems to have flown by.

It was September / October 2014 when a small but enthusiastic group came together to form the Sunshine State Volvo Club and it has been ever onward and upward since then. Our membership has now grown past 40 in number, with a wide variety of Volvo models represented.

Preliminary planning for the 2017 National Rally has begun with a location, date and venue already selected. More details will be disclosed as time progresses.

As this message will be published in the last edition of Rolling before the Christmas / New Year period, I would like to take this opportunity to wish every member of the SSVCL

and all in the greater Volvo community, a very happy and safe festive season and every success into the future.

Rod Wilson
Club President



Membership News

It has been an interesting journey being in this role for a new club. A combined effort on the computer has seen forms and records developed which will hopefully continue to work in the future.

Email and direct deposit to the club bank account has been vital. These must be worked in conjunction for good communication of payments. The keeping of financial records is simple but is a must for reporting annually to Dept. of Fair Trading here in Qld. All has been covered for our first year of incorporation.

In a club covering all models, the records of vehicles is a challenge. Estelle decided after Corowa rally, "Volvo lost the ability to count and to know the alphabet when producing new series". Maybe it is not so for the Volvo nuts but some partners may agree when trying to gain knowledge vital to their role as a Volvo partner.

Membership numbers are hovering on the 45 mark, depending on a couple of renewals. Peer would hold the record for most new member introductions but then he does have a small advantage! Well done and thanks for being a great mechanic.

John Dempster
Club Secretary/Treasurer

SSVC Events Calendar

For a full list of events and further details visit us on facebook or ssvc.org.au or alternatively contact our Events Director, Alan Milligan on 0433 987 601.

October	16	<p>Friday Night Meet at Munchies, Elizabeth St, Acacia Ridge from 5:30PM</p> <p>Our Last casual friday night meet attracted almost 20 Volvo's. Munchies is a weekly gathering of cars of all shapes and sizes, it is quite an impressive turnout. There is plenty of room for us all to find a space to park together and you are free to come and go as you please. If you need to arrive late or have to be gone early it is no problem. Check our facebook page for more information.</p>
	23—25	<p>V8 Supercars Pirtek Enduro Cup Final at Castrol Gold Coast 600</p> <p>The next round of the V8 supercars Championship is The Castrol Gold Coast 600, it is also the final round of the Pirtek Enduro Cup, Be sure to head along and support The GRM Team .</p> <p>Visit V8supercars.com for more information</p>
	31	<p>Volvo Show and Shine Day at GLT Car Centre</p> <p>Peer and Maida from GLT Car Centre have extended an invitation to SSVC members to attend their Volvo Show and Shine Day for all classic to modern Volvo cars at GLT Car Centre in Capalaba.</p> <p>RSVP to mia6587@bigpond.com</p>
November	1	<p>Wheels of the Century Car Show at Redcliffe</p> <p>SSVC has been invited to attend the Wheels of the Century car show at the Redcliffe Showgrounds where one of our members picked up a trophy last year.</p> <p>For further details see our website, facebook or contact Alan Milligan on 0433987601.</p>
	15	<p>Bribie Island and Caboolture Aircraft and War Museum Visit</p> <p>We are planning a Drive to Bribie Island, meeting at Pine Rivers Park, then a visit to the Caboolture Aircraft & War Museum and onwards for lunch at Savages Restaurant, Bribie Island.</p> <p>For further details see our website, facebook or contact Alan Milligan on 0433987601.</p>
December	06	<p>The Second SSVC Christmas BBQ Day at Redcliffe</p> <p>Our Second Christmas BBQ will be held at Bells Beach on Hornibrook Esplanade at Clontarf. Per last year, arrangements are that we each bring along our preferred BBQ meat or chicken, chairs and refreshments. Salads are provided. Don't forget that sunblock tho'.....</p> <p>We also take this opportunity to welcome prospective new members to the Club.</p> <p>For further details see our website, facebook or contact Alan Milligan on 0433987601.</p>
January	26	<p>Australia Day BBQ at Highland Park</p> <p>More details to follow.</p> <p>For further details see our website, facebook or contact Alan Milligan on 0433987601.</p>



Cootha Classic Hill Climb

Brisbane's Festival of Speed hosted the inaugural Cootha Classic.

The event featured all things motorized, from vintage bikes, hill climb veterans, home made buggies through to Supercars - sadly no Volvos on the track.

SSVC were invited to join several other car clubs for a club show and shine. The morning started in a carpark at the foot of the mountain amongst M3's, Lotus 7's, MG's and Minis. After an enjoyable and at some times spirited escorted drive up the back and across the top we arrived at the hairpin where SSVC were able to park up and show off the myriad of Volvos attending. With 100, 200 and 300 series covering the classic and a S60 and S80 covering the modern it was a great mix.

The weather was brilliant, a clear and enjoyable winters day, with activities on and off the track the crowds swarmed to enjoy all things the festival had to offer. Off track, live bands and automotive stalls saw many members grooving and browsing wares. While on track, drivers of varying ability and confidence pushed their machines to the limit - in some cases beyond! The spills were spectacular and thankfully no one was hurt and most of the damage was easily repaired seeing the cars return to the track later in the day.

It was an amazing day and an event we all hope continues for years to come

Joy Holland





Drive to Flutterbies Cafe, Tyalgum

Centre, Yatala) early Sunday morning 20/09, looking forward expectantly to a great day of fun, friendship and good food..

After fortifying ourselves on Brekkie rolls and coffee we set off for Tyalgum. Our fearless leader having eschewed the services of the 'Honorary Volvo' and arrived in his son's lovely 850R.

As we left the service centre, we all pulled over on the side of the road near the roundabout at the entrance to the M1 to allow all to assemble. There was some consternation by the drivers of a Ford Escape and a Toyota Corolla who had dutifully joined us, not realising that we weren't actually a queue waiting to enter said roundabout.

Alan set a cracking pace on the motorway, never over the speed limit of course, thankfully the unique Volvo red stood out enough to enable us all to keep him in our sights. We did manage to arrive at the Tweed Valley exit together, then commenced a leisurely drive to our destination. We were fortunate enough to get a wide area to park and display our cars for a good photo shoot.

Thanks Boden and Ryan

Flutterbies Café is a lovely venue. The staff are excellent, the menu is varied and the food is par excellence. A recipe for a very enjoyable sojourn.

We enjoyed complimentary toasted Turkish garlic bread and variously, Chicken Pot Pie, Fish Mornay and Barra amongst others. One of our number, who shall remain nameless and as is the wont of the young, dispensed with the formality of eating a main course before indulging in the sweet and dived straight into a very exotic concoction containing cream/cake/ice cream with all the enthusiasm of someone driven by a twin turbo!!

We were also joined by Claire Wilson's Mum who is a sprightly lady of a very surprising 92 summers! I think we would all agree that, if we get to that great age, we would be more than happy to be as composed as this delightful lady.

We also welcomed Richard Buxton from Byron Bay who recently joined the SSVC. An enthusiastic Volvarian with a 2011 XC90, his preference is for 6 cylinder vehicles. Two hours flew by with all the congeniality and wide ranging topics of conversation.

Around 2.30 pm we departed for home after an excellent day out. I'm sure we are all looking forward to many more such excursions.

Mike Beamish



SSVC at the Oz Volvo National Meet

How do I sum up my weekend at the Oz Volvo 2015 National Meet in one word? I'll get back to that.

Three cars and five SSVC members made the trip down to Gerringong NSW for this years Oz Volvo Rally. I came down with my 850 T-5 (affectionately called Tove), Bede and June Maynard drove down in their absolutely beautiful 960 (affectionately called Sophia) and Rob Eldridge with the company of Dan Rae came down in Rob's AWD C70 (affectionately called.....can we print that Rob?). It seemed there was an unofficial pre meet at the car wash as Rob (with Dan) and I pulled in to give our cars a bath just to meet up with a few of the Victorian boys attempting the same thing.

After leaving the pre-meet we headed for Cooke Park in Gerringong. It didn't take long for the 40 plus Volvos to turn up, and for the heavens to open up. As soon as the rain stopped the cooker fired up, lunch was served, lots of banter was had and the cars became the stars.

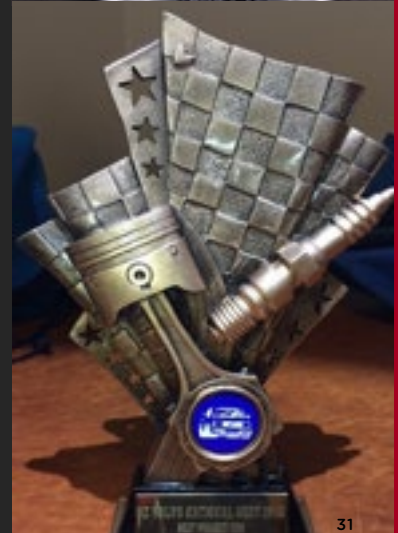
Next up was judging and with no P1800's in sight, everyone was in with a chance. Rob took home the award for best project for his AWD C70 Coupe, a very well deserved award and from the entire SSVC, congrats Rob!!

The next morning the plan was to meet up in Berry (mmmm donuts) followed by a very scenic run up to Fitzroy Falls. Lots of corners and single lane, one flat tyre and the F1 style pit stop to fix, a little roadworks due to landslides and people missing the meet up and getting lost (why would you follow a Qlder!!) but we all made it. Sadly after some more banter this was where we all said our goodbyes.

James Ducker, I salute you mate. Thank you for organising this event. I personally had an absolute blast showing off my 850, catching up with friends I only ever speak to online and learning more about these wonderful toys.

That one word I was looking for?
Awesome.

Jared Wilson





Summerson's

Peak Crossing was the location for the largest private car show in South East Qld, hosted by Neil and Jenny Summerson with help from the local Rotary Club. The Summerson's Classic Car Event was a relaxing day out.

With no prizes the cars became the true prize gems they are, gleaming in the warm Queensland sun. The variety on show was diverse, from Rolls Royce to Ford Mustangs, MG's to Alfas, Jaguars to Volvos, there was something there for every taste.

Volvo was very well represented on the day with cars from both the SSVC and the 1800/120 club on show. Neil Summerson was kind enough to give us a great location with plenty of shade and as such, some of us barely got away to see some of the other beauties on show as we were too busy enjoying talking to passers by about our cars.

In finishing, the entertainment was, well entertaining and lamingtons were clearly a success as dad had like 9 of them and his car developed a lean on the way home.

Great day out and I look forward to doing it again next year.

Jared Wilson



Volvo Car Clubs of Australia National Rally 2017

As many are aware, The Sunshine State Volvo Club will be hosting the next National Rally.
We can confirm it will be held in Warwick, Southern QLD on 5th-7th May 2017.

Pencil it in your diaries.
Mark it on your calendars.
Set a reminder on your phone.

Many more details will come out over the next 18 months..

We look forward to seeing you there.....

Don't want to cut up your magazine? You can download an application form at www.ssvc.org.au

SUNSHINE STATE VOLVO CLUB INC MEMBERSHIP APPLICATION

☐ New Application ☐ Renewal

Your details: Please fill in all details so we can keep our records current with correct information.

First Name:		Surname:	
Partners Name:			
Postal Address:			
State:		Postcode:	
Contact Numbers:	Home: ()	Work: ()	
	Fax: ()	Mobile:	
Email:			

Note: Only show preferred contact details. Email is useful for last minute information updates.



Annual Membership Fees
\$40 for Adults or
\$20 for Students and
Pensioners
For all membership
enquiries please contact
Mr John Dempster
Secretary/Treasurer
(07) 4659 9774 or
Mr Rod Wilson
President
0434 013 898

Your Car(s) Details:

Model	Year	Colour	Reg No	Engine No	Body

I / We wish to apply for New / Renewal membership of the Sunshine State Volvo Club Inc. I enclose a Cheque / Money Order / Paid by Cash to Secretary / Deposit to Sunshine State Volvo Club Inc. (Heritage Bank) BSB: 638-070, Ac. 13513370 with name for reference.

For \$ Signature Dated:

Please send this form with payment to: SUNSHINE STATE VOLVO CLUB, 8 TALINGA ST, Toowoomba, QLD 4350.
We thank you for joining the Sunshine State Volvo Club.

For Club Action Only: Receipt No: Records updated by initials:

One of Ours:

In 1973 Volvo acquired a large share in the Dutch Automotive manufacturer DAF. The most familiar model manufactured during this Volvo-DAF Era was the 300 series.

The 300 was initially released in 1976 as the 343 3-door hatchback, powered by a Renault 1.4L engine driving through a unique, rear mounted variomatic belt driven CVT transaxle.

Over the model's 15 years of production from 1976-1991 many updates were made, including the addition of Volvo engines, manual transmissions, 3 different body styles and many cosmetic updates. There was even a diesel version available in some markets.

1983 saw the introduction of the premium 360 model powered by Volvo engines. All of the Australian delivered 300 series cars were 360GLT 5 doors, they were available from 1984 until 1988.

Despite international sales numbers close to 1.2 million, they are few and far between in this country.

Dan Rae spotted this 360 for sale on the Victorian club website around 3 years ago, "I bought the car sight unseen from Melbourne, we went down for a mates wedding and I drove it all the way home to Brisbane on an unregistered car permit." Battery charging issues hindered the trip but it all worked out in the end," It took us about 2 days all up to get home, but was an adventure I would absolutely do again."

This is not Dan's first Volvo "My father put the idea in my head when I said I wanted something a little different and I ended up with a 740 turbo." The time came to get another and it was always going to be a 360 "It is a very unusual car even for Volvo, I wanted something lightweight and uncomplicated, plus I think they are a very attractive model."

Dan's future plans for the 360 include further weight reduction in the form of replacement fiberglass panels, fitting a 16V hybrid B200/B230 engine, programmable ECU and giving the car an overall tidy up and possibly a repaint. "I will probably ditch the steelies too as they are heavy and just enjoy driving it as much as possible....."

..... and isn't that the best thing to do with a Volvo.

Rob Eldridge



Owner:	Dan Rae
Vehicle:	1985 Volvo 360GLT 5 door Hatchback
Engine:	2000cc B200 I4
Trans:	Rear-mounted 5spd Manual Transaxle
Colour:	White-ish
Interior:	Grey
Wheels:	15x8 White Steelies with 195/45R15 tyres up front 15X10 White Steelies with 195/50R15 tyres at the rear
Mods:	Lowered 'drift' springs up front Lowering blocks in the rear GAZ Adjustable shocks Superpro urethane bushes DVS performace strut brace Heavy duty link pins Escort quick steering rack HEL braided front brake lines Custom Torsen LSD from the UK 'K' camshaft Bosch 044 fuel pump B234 injectors Custom Headers and 3" exhaust 740 turbo oil cooler Twin thermos fans Polyurethane engine mounts A/C delete Debadged hatch Late model hatch wing Rear wiper delete Flared wheel arches Front lip Modified front grille HID headlight conversion Monza bucket seats





Volvo 1800-120 Club Australia Inc.

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Membership

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

Life Members: Kevin & Margaret
 Greenaway

120 Members

President's Report

This edition sees my report (elsewhere in the magazine) on the 2015 Bay to Birdwood event in Adelaide.

If you have never considered taking part in an event that has you travelling long distances, I am here to suggest you should.

This time was my fourth time in a row of participating. The run from Melbourne to Adelaide and back again really is no effort, as the roads are long straight and smooth.

Alternatively, you could consider flying into Adelaide. It really is a picturesque part of the world. You get to see real cars, from a time where there was no internet or iPhones or greenies.

The SA club members all made us feel very welcome, and I must thank them for that.

This edition also sees a new column from me, which may or may not be a short term thing, depending on what it uncovers.

Fleet Owner Profile will follow a set format, as you will see. I define "fleet" as being 3 or more cars owned. They don't have to be pristine. I think readers will be surprised at the number of Volvo club people who are "fleet owners". It seems that many amongst us get bitten by the bug, and don't just stop at 1 or 2 cars to own, such is our love for them. If you would like me to profile you and your fleet, please contact me.

Anyway, as this edition goes to print, it is time to remind you again of the importance of regular maintenance and inspection of your classic vehicle (s) to keep it on the road and safe and reliable. I hope my columns about this are helpful, or at least inspire you to consider what is said and to take action.

Until next time, MeRrY ChRisTmAs, HaPpY NeW YeAr & remember Volvo for Life!

Robert Bakker robert@rblawyers.com.au

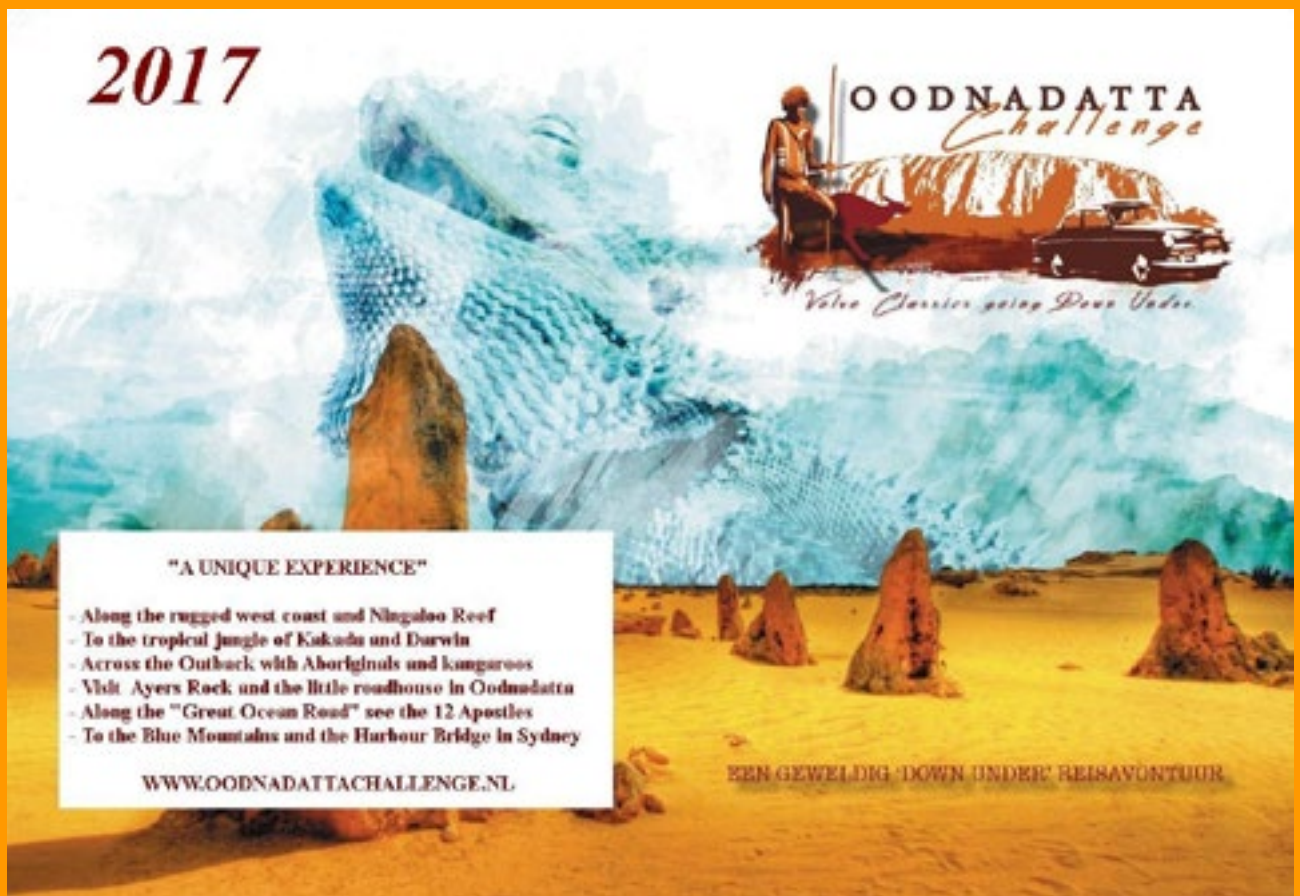


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Volvo Car Clubs of Australia
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2017

OODNADATTA Challenge

Volvo Classics going Down Under

"A UNIQUE EXPERIENCE"

- Along the rugged west coast and Ningaloo Reef
- To the tropical jungle of Kakadu and Darwin
- Across the Outback with Aborigines and kangaroos
- Visit Ayers Rock and the little roadhouse in Oodnadatta
- Along the "Great Ocean Road" see the 12 Apostles
- To the Blue Mountains and the Harbour Bridge in Sydney

WWW.OODNADATTACHALLENGE.NL

EEN GEWELDIG 'DOWN UNDER' REISAVONTUUR

In May 2017 there will be about 30 classic Volvos from the Netherlands arriving in Australia for a 30 day adventure. A few of us wish to tag along, we still need to work out whether to travel across the Nullabor Plain to Perth, or meet the group in Darwin and drive down to Adelaide, or go straight to Adelaide and meet them there. They'll be in Perth May 4/5, Darwin May 18 & Adelaide May 25/26. If you're interested in joining us, please email secretary@volvo1800-120club.com This is a once in a lifetime event!



OODNADATTA Challenge

Reisschema

Dag	Datum	Van	Naar	Afstand
woensdag	3 mei	Amsterdam	transit	
donderdag	4 mei	transit	Perth	
vrijdag	5 mei	Perth		
zaterdag	6 mei	Perth	Geraldton	400
zondag	7 mei	Geraldton	Coral Bay	720
maandag	8 mei	Coral Bay		
dinsdag	9 mei	Coral Bay	Port Hedland	700
woensdag	10 mei	Port Hedland	Broome	400
donderdag	11 mei	Broome		
vrijdag	12 mei	Broome	Halls Creek	680
zaterdag	13 mei	Halls Creek	Kununurra	800
zondag	14 mei	Kununurra	Katherine	510
maandag	15 mei	Katherine	Cooninda	900
dinsdag	16 mei	Cooninda		
woensdag	17 mei	Cooninda	Darwin	280
donderdag	18 mei	Darwin	Tennant Creek	900
vrijdag	19 mei	Tennant Creek	Alice Springs	510
zaterdag	20 mei	Alice Springs	Uluru	480
zondag	21 mei	Uluru		
maandag	22 mei	Uluru	Marla	900
dinsdag	23 mei	Marla	Cobec Pedy	410
woensdag	24 mei	Cobec Pedy	Adelaide	550
donderdag	25 mei	Adelaide		
vrijdag	26 mei	Adelaide	Warrnambool	620
zaterdag	27 mei	Warrnambool	Melbourne	800
zondag	28 mei	Melbourne		
maandag	29 mei	Melbourne	Wagga Wagga	450
dinsdag	30 mei	Wagga Wagga	Sydney	720
woensdag	31 mei	Sydney		
donderdag	1 juni	Sydney		
vrijdag	2 juni	Sydney	Amsterdam	10040

Australië 2017 10000 KM 30 DAGEN

1. Perth
2. Coral Bay
3. Broome
4. Kununurra
5. Darwin
6. Katherine
7. Alice Springs
8. Oodnadatta
9. Adelaide
10. Melbourne
11. Sydney

A. Pinnacles
B. Ningaloo Reef
C. Gellie Gorge
D. Bungle Bungle
E. Kakadu
F. Ayers Rock
G. Old's
H. Kangaroo Island
I. Great Ocean Road
J. Twelve Apostles
K. Blue Mountains



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The Red Saint

GUMTREE — AN UNLIKELY SOURCE

My name is Ian Haggerty, I am a semi-professional sculptor and during 2012, I reluctantly had to sell my much loved Panther Lima MK1, to make some extra space in my workshop for my occasional large scale sculpting commissions. However the moment I sold the Panther, I realized that my frequent and enjoyable trips down to the local shops, coffee shop and beaches etc., were not going to be quite as fun as they once were.

Therefore in July 2015, having recently moved house and acquired the necessary third garage, I decided it was time to look for another classic car, but which one? As a sculptor I really wanted a car that was stylish, not too common and possessed if possible those fine Italian sculptural lines that we all admire.



Volvo 1800-120 Club Australia Inc.

Also much to my financial advisors disapproval, I decided that I was not going to top up my super fund as much this year, but was actually going to use some of that money to fund my new toy and enjoy it. Julie my wife, was as ever supportive, and only had one stipulation; and that was it had to be a hard top car, no more for us getting sun burnt at 100kph under the Gold Coast sun. With that uncontested instruction in mind, I embarked on a lengthy and intensive evaluation of all kinds of classic's, ranging from Morgan's to Mustangs to Stags.

There ensued many a long night sitting in bed with my iPad, searching what seemed like the universe and carsales.com.au, for a suitable and affordable classic, until one night I looked up classic cars in Gumtree of all places, and there it was in amongst the Stangs, MGB's, a beautiful Red 1971 Volvo P1800E located in Perth. It was exactly what I was looking for and instantly recognizable to me as 'The Saint's' car, (apart from the colour). I knew then that I had to have one, and again looked on the web this time specifically for a white P1800, however the only two that were available in Australia at that time were over my budget at \$36,000 each. Over the next few days I kept coming back to the red one in Perth. I eventually called up the owner, who said that he had purchased it two years earlier from a seller on the Sunshine Coast; who had imported in 2008 from Cardiff in the UK, where it had undergone a full body strip restoration in 2002. He sent me some photos and I made an offer sight unseen, after a bit of haggling he accepted it. I then had to arrange to have the car shipped from Perth to the Gold Coast. This delivery of the car took 21 days, and gave me a lot of time to read up on the P1800 series, and also to acquire some badges that were missing from the grille and rear, also a roof Ariel, a set of wing mirrors, a service manual, and enough time to blow the budget on a private plate SAINT I. Also even before my car arrived, (3 weeks seemed like forever!) I joined the Volvo1800-120 club where Julie and I have had the pleasure to meet with George and Vicki Minassian and other members.



The day finally came where my car arrived and I was not disappointed. I paid what I believe was a fair price for a car of this year in its current condition; it does have some minor rust bubbles on the trunk lid, but otherwise is generally in pretty good shape, the interior was especially clean and intact. I had a number of engine items repaired / serviced, such as the manifold bolts, fuel injectors, leaking radiator etc. However nothing too expensive or stressful. Although I am a proud owner of a P1800E, I am not too precious about SAINT I. I intend to spend the next few years bringing it up to an 8 out of 10 standard, SAINT I is a car to be enjoyed not just by me, but by others and it certainly strikes a commanding pose amongst the cafes and bars of the Gold Coast. The moral of this Story, never look down on Gumtree, you just don't know what you will find on there.

Robert's Account of BAY TO BIRDWOOD 2015

It is hard to believe that it was 6 years ago that I accepted my first invitation to join in the insanity known as the "Bay to Birdwood".

And so it was again that an early start on a Friday late in September saw me catching a lift with Lance Phillips in his 142GT. This was to be my fourth "Adelaide Adventure".

Lance was collecting me from St Kilda in Melbourne where the family and I were staying. The rest of the family were going to enjoy some family time with my stepson, who now lives in Melbourne.

As the 142 idled up to me, it seemed somewhat different from last time - lumpier, grumpier and definitely more purposeful. It was to be my transport for some time. The 142 was to enjoy a perfect run.

And so we began our trek out of Melbourne to Adelaide. A distance of about 800km, experience now told me that I could expect to arrive at "the Bay" (Glenelg) by about 6pm.

The first stop at Ballan Maccas was uneventful, but an opportunity to catch up with some old friends who would be accompanying us including Len Ward, Dion and Heino Nowatsky and Chris.

We motored on to Beaufort, as Wardie needed to get his "fix" of cream buns at the bakery. It was then my chance to hop aboard Len's immaculate '60 PV, which remained my transport for the balance of the trip away.

Much has been written in these pages about the PV. It's an alright car, I suppose.....(actually I love it!)

Another stop at Horsham for fuel saw me seize the opportunity to take control of the PV's massive 60bhp, as I drove onto Nhill for our lunch stop - exactly half way. The miles rolled past, as we zoomed through Bordertown and Keith, and it wasn't long until we were in the hills of Adelaide.

An early evening for me saw me awake to a glorious Adelaide day. Our excursion for the day of course centred around Volvo. First, we headed to Craig Rasmussens "warehouse", recently acquired by Craig for his burgeoning 242GT collection. Seriously, were there that many 242s sold in SA? I certainly hope Craig makes the most of his shed. Later, we visited the workshop of "Volv of Adelaide" to see what Michael was up to. Lots - that's for sure!

Our dinner that evening (thanks heaps to the SA club) had me meeting legendary Les Dalziel and catching up with other SA members, all of whom were very much looking forward to the big run the next day.

Finally the day dawned. With much excitement, I headed to the start point (Barrat reserve) and was greeted by an enormous display of *real* cars from the 60s and 70s. None of this pointy plastic stuff of today - real metal on real cars!

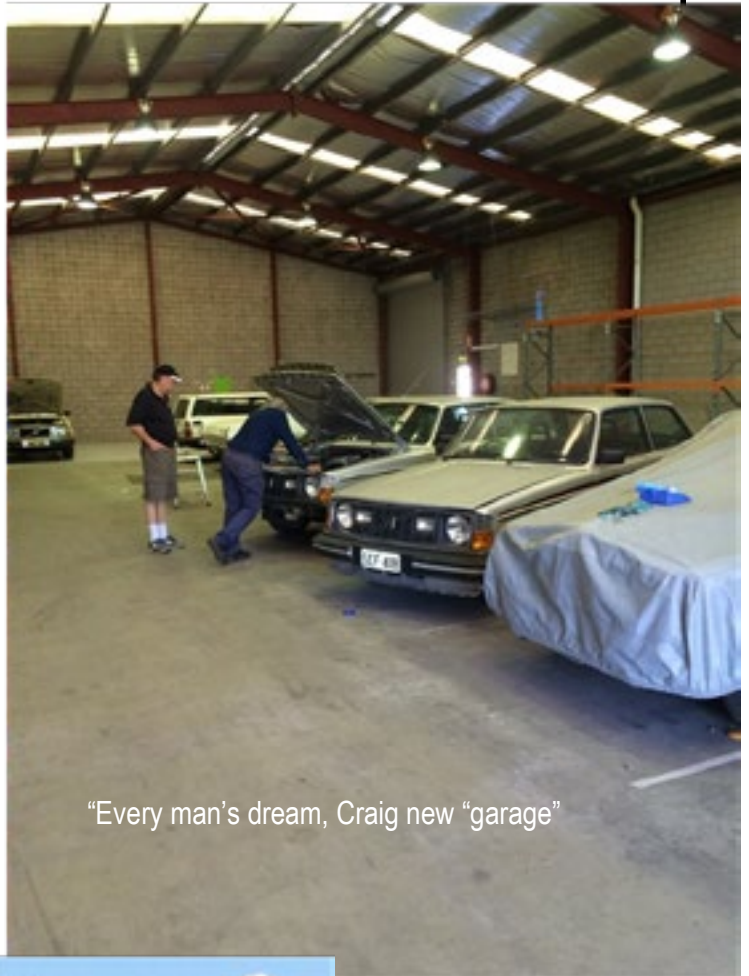
Volvo 1800-120 Club Australia Inc.

Again I was fortunate enough to land a drive in the PV this time. Unfortunately, the run took over 3 hours as the route couldn't cope with a breakdown, and the interlopers we had this time.

As usual, the enthusiasm of Adelaide's people made it all worthwhile, as they greeted our procession of classic cars. Truly memorable and enjoyable, and definitely worth the trouble! Here's to the next run in 2017!!



"Wardie fuelling up the PV544"



"Every man's dream, Craig new 'garage'"



"Stop for Lunch at Nhill"

Ipswich & Wyaralong Dam Lunch Run



Volvo 1800-120 Club Australia

The Summerson's Classic Car Day



Volvo 1800-120 Club Australia
30th Birthday Bash
@ Terrigal NSW
Fri 9th Sat 10th & Sun 11th September 2016
more info next magazine

Volvo 1800-120 Club events for 2015

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

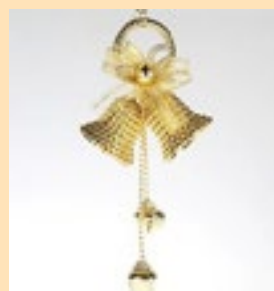
Events Directors: Gavin Janson and Maida Skaarup

November Sunday 29th Annual General Meeting

The meeting will start at 10.00am at St Johns Lutheran Church Hall,
24 Levington Road, Eight Mile Plains. Coffee and tea facilities available.
Members please bring a plate of your choice, sweet or savory to share.
12.30 pm Lunch is booked for The Glen Hotel, Garden Grille Restaurant & Bar,
Cnr of Logan Road & Gaskell Street, Eight Mile Plains.
RSVP by 6th November, email mia6587@bigpond.com or mobile 0408 068 981.

December Sunday 13th Christmas Lunch

12.30pm at Royal Hotel Kalbar (Kalbar Pub)
www.royalhotelkalbar.com.au
Cnr George Street & Edward Street, Kalbar.
Secret Santa - men buy for men, and ladies buy for ladies.
Maximum spend \$15.00.
Please bring your presents to the Christmas Lunch.
RSVP before 20th November, email mia6587@bigpond.com



January 2016 Saturday 23rd

Dinner down on the Gold Coast at TABOON Middle Eastern Restaurant, 514 Christine Ave, Robina.
@ 6.30pm. RSVP by 11th, to Vicki amazon55@tpg.com.au

Start preparing your 120s and 1800s for our club's **30th Birthday Bash at Terrigal September 2016**

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:.....

FLEET OWNERS PROFILE *by Robert Bakker*

VEHICLES : **122S (1963)**
122S (1965)
242GT (1980)
V70 T6 AWD (2009)
Various/Multiple 242GT

OWNER : **CRAIG RASMUSSEN**
CITY: **Adelaide**



Craig owns one of the largest Volvo fleets you will encounter. No wonder space was a problem until recently.

Craig's first Volvo was a '79 245L which he "inherited" from his father, Phil, when they lived in Rockhampton. He later traded it for a later model 244, and then his first 242GT.

Like many of us, Volvo got in his blood at an early age when his parents bought a '74 164. It was a short time later that this was etched into his DNA when he watched the 242 GT (SVM 242) racing in the Bathurst 1000 back in 1979.

Craig bought his 1963 122 in 1990 and restored it over 2002/2003. It recently took part in the 2015 Bay to Birdwood run. It is an original restoration.

The V70 is his daily driver. The 1965 which he acquired from another club member will one day be restored. The 15 GTs have been gifted, or acquired by word of mouth from the club.

Although Craig watches eBay and Gumtree, he hasn't really bought through these media.

The favourite is his 1980 242 (CSR 242). Having seen this car at the Corowa rally in 2013, I can understand why.

Having spent some with Craig, I can say his GT knowledge borders on encyclopaedic. For example, did you know that the decal for the fuse box for a 1979 is yellow, and for a 1980 green?

You need to know this stuff if you are a Volvo tragic.

I wouldn't be surprised if Craig has the SA monopoly on 242GTs



ROBERT'S RESTORATION RHETORIC

It's all well and good to buy a car and become excited about the prospect of restoring it back to its former glory.

Once the treasure is back in your shed, the first task is to make a list of the parts you will need to complete the project.

Have you considered from where you will source these parts?

These days, there are a number of specialist part suppliers. But are the parts you need available?

Is your vehicle unusual, such that it may need something not commonly in stock?

Do you know if there are any wrecks about that have the part(s) you need?



Can the part you need be reconditioned, or must you buy new? Will second hand suffice?

These are things you should consider before you buy that beautiful hulk of Swedish steel.

A good rule of thumb is that you should never consider replacing "service" items with second hand parts. These are parts that will wear out either through use or lack thereof.

A good example is a water pump. Always replace such items with new or reco'd parts.



The internet is actually an excellent source for parts as sites like eBay can give you worldwide access to rare and unusual parts with a few taps on your iPad. But be-ware, if you are chasing a rare part (e.g. a genuine 123 tacho) you can expect to pay through the nose for it.

At the other end of the spectrum, is that cheapie part really worth the risk?

There are still NOS parts (new old stock, though shouldn't it be "old new stock"?) about, but how have they survived their many birthdays on the shelf?



It's also a good idea to form a strong relationship with one of the abovementioned "parts guys", as they are usually aware of what's good and what's not when it comes to buying parts. They can usually help with technical advice also. These relationships will also save you from many sleepless nights if your pride and joy means everything to you!



CLASSIFIEDS

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 let the editor know!

3X 240 SERIES CARS FOR SALE

240GLE sedan (unreg), light green with tan leather interior. Great for spares if you own a similar model. \$500 ono. 1981 240 wagon (unreg), red, manual transmission. Good condition generally. Will need a windscreen and some suspension work for RWC. Make offer. 1976 244, cream, manual trans, currently on club rego. Offers considered. Contact Patrick Lyons on 0427595930.

1978 264 One-owner car. Has been in storage for about 8 years. Mileage is low at under 100K and car has been recently given new fuel and runs well. It's located in Yarragon.



Happy to hear from any interested enquirers with offers above scrap value. Contact Jack 0400637022 or email f.gilbert84@hotmail.com

1996 960SE 3.0 litre 6 cylinder. Excellent condition. Fully optioned. 2nd owner. 350k kms. Well maintained by local Volvo specialist. Silver with grey leather. Nearly new Pirelli tyres. Located near Albury. Reluctant sale. \$2200 ONO (as-is, but should not need much for a RWC). Contact Doug 0418 631 055.

1980 VOLVO 262C BERTONE I have had it for a number of years and seldom use it. It was purchased originally by my father. The paint and upholstery is original and needs only little work to bring it back to new condition. Mechanics are good. I am only asking \$6000



neg. and would like the vehicle to go to an enthusiast. The vehicle has 9 months rego. NSW registration: VO 80 VO. Contact Graham 0448152566, grahamwood850@gmail.com

P1800 INNER DOOR HANDLES We can now supply on an "exchange basis", previously broken handles, with a fully restored handle (refer to image). FULL PRICE \$150 each +GST.



Contact Gerry Lister 0412 221 211 or 02 9499 6666.

VOLVO 4 STEREO - MP3 CONVERSION Modified radio cassette (RX-93 series) to replace cassette mech with a MP3 module.



Reads USB and SD cards via sockets where the cassette used to insert. Original cassette control buttons still operate MP3 module (Prev / Next Track & Pause/Play). Cassette REV button now toggles between MP3 and original AM/FM circuitry. \$155 + Postage. Or \$125 exchange. (Note: exchange radios do not need to be working, just complete and presentable). Call Craig 0428 529 372 for more details.

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

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 your own taillights 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

EARLY 240 R-SPORT DASH MUG Enjoy one of the best dashes of the era with this technical drawing of the R-Sport dash wrapped around your favourite hot beverage! Finished on a high quality and good sized mug and faithful to the original. Both KPH and MPH versions available and I can do one-off colours or changed details (such as speed) for extra. \$23.50 each posted with tracking, or \$40 for two. Please email Ben at bwinkler@me.com for more details/photos.



VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford VIC 3198
Australia

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

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

Printable On-line Application Available at www.volvovic.org.au



<p>() <u>New Application</u> (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)</p> <p>() <u>Renewal</u> (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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<p><u>Your Details:</u></p> <p>First Name: (Mr/Mrs/.....).....</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Street Address:</p> <p>City/Suburb: State: Post Code:</p>	<p>Membership number (renewal only)</p> <p>Surname:</p>
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<p><u>Contact Details:</u></p> <p>Phone: (.....)</p> <p>Email:</p>	<p>Mobile: (.....)</p>
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<p><u>Car(s) Details:</u></p>	<p>(You must list vehicles with Victorian Club Permit Scheme plates. Engine number optional - can be found on Registration Certificate)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Model</th> <th style="text-align: left;">Year</th> <th style="text-align: left;">Colour</th> <th style="text-align: left;">Reg. No.</th> <th style="text-align: left;">Engine No.</th> <th style="text-align: left;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>	Model	Year	Colour	Reg. No.	Engine No.	Body Style
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<p><u>Membership Type:</u></p> <p>() Adult/Family (\$40) (\$50)*</p> <p>() Student (\$20) (\$25)*</p> <p>() Pensioner (\$20) (\$25)*</p> <p style="font-size: small;">* Effective from 1 January 2016</p>	<p><u>Payment Details:</u></p> <p>Total amount paid \$.....</p> <p>() CHEQUE () MONEY ORDER () OTHER.....</p> <p>() 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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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p>	
<p>Signature</p>	<p>Date.....</p>

<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 or email greg.sievert@gmail.com</p> <p style="text-align: center;">Please send this form with payment or direct deposit receipt to: Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to greg.sievert@gmail.com</p>
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VOLVO CAR AUSTRALIAN DEALERS

New South Wales

Volvo Cars Sydney	565 Parramatta Road	Leichhardt	NSW	2040	02 8753 2888
Scuderia Veloce Volvo Cars	283 Pacific Highway	Lindfield	NSW	2070	02 9411 6677
Volvo Cars Mosman	576 Military Road	Mosman	NSW	2088	02 89687800
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 8125
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
McCarrolls Volvo Cars	10 Dangar St	Wickham	NSW	2293	02 4935 6688
Woodleys Motors	200 - 208 Marius St	Tamworth	NSW	2340	02 6763 1500
Bellbowrie Motors	Cnr Pacific Highway & Halls Rd	Coffs Harbour	NSW	2450	02 6656 8700
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Volvo Cars Riverina	42-52 Dobney Avenue	Wagga Wagga	NSW	2650	02 6932 6611
Annlyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
John Davis Motors	32- 38 Bathurst Rd	Orange	NSW	2800	02 6362 0966

Australian Capital Territory

Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6208 4500
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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	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

Queensland

Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3000
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
Volvo Cars Sunshine Coast	686-692 Nicklin Way	Currumbundi	QLD	4551	07 5493 8311
Tony Ireland Volvo Cars	54 Duckworth Street	Garbutt	QLD	4814	07 4726 7700

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	39 - 52 Glen Osmond Road	Hawthorn	SA	5062	1300 657 450
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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

Print Post Approved

PRINT POST
PP 032699/00016

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AUSTRALIA

