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NO.225 MARCH/APRIL 2016



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Rolling Australia March/April 2016, Issue 225

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.

Published and distributed by:

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

Deadline for Submissions

Next deadline is 10 April 2016.

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Contents

Victorian Club pages	2
Events calendar	2
President's prattle	3
Ed's note	4
Club noticeboard	5
News	6-9
Grumpy	10-11
RACV Great Australian Rally	12
Australia Day 2016	13
Our cherished Volvo 740	14
South Australian Club pages	15
Sunshine State Volvo Club pages	17
1800-120 Club pages	25
NSW Club pages	39
Classifieds	47
Victorian Club membership form	48
Volvo Car Australian dealers	49

Front cover: The V90 is built on the heritage of Volvo's strong wagon building history (Volvo Cars)
Back cover: Volvo S60 (Volvo Cars). I know it's another new car, but it's such a good photo!

Events calendar

March

2 (Wednesday) - Night meeting, 8pm

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

11-13 (Friday-Sunday) - Phillip Island Classic

We'll organise a day for a club run down to the Island. This year's Patron will be Jim Richards. The Shannons walk area will work the same as other years, FIRST IN BEST DRESSED for the parking. For this event the organisers will only be sending out car passes, this pass is a green window sticker which will need to be affixed to the top right hand side of the screen so the entry staff can see it. At this stage the driver will get his free weekend pass handed to them. All other passengers over the age 16 will pay \$20.00 for a weekend pass. All cars and car displays will be judged daily, all 3 days. The main gate opens at 7.00 each day and racing starts at 9.00. Contact Heino if you're interested and we will organise a suitable number of passes with the events vehicle coordinator Richard Williams (0413 247 817)

20 (Sunday) - Club drive day to Rosedale

Meet at the BP/McDonalds service centre on the outbound Princes Freeway in Officer for a 9:30 AM departure. Contact Doug Miller (0433 444 861) or Len Ward (0409 947 951) to confirm your attendance or if you have any questions. Further details will be posted on the club website.

April

6 (Wednesday) - Night meeting, 8pm

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

10 (Sunday) - AOMC Classic Showcase and Volvo Club of Victoria annual Display Day

Back at Flemington Racecourse Members Car Park this year. As usual we'll have our People's Choice voting for the best cars in multiple classes. Everyone is encouraged to give their cars a clean and have them looking great for our large display of Volvos. The club will provide a free BBQ lunch for all club members, in addition to food and beverage vendors onsite at the venue. Display cars should be onsite by 9AM to facilitate parking by model class and entry fee is \$20 per car for display cars including passengers. Contact Heino if you have any questions.

May

4 (Wednesday) - Night meeting, 8pm

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

7 (Saturday) - Berry Motor Group open day/safety check

Rock up for a free safety check and some good deals on parts at Berry Motor Group (16 Thornton Cres, Mitcham) from 9AM-1PM. Any questions, contact Mark Icton on 0434 897 144.

27-29 (Friday-Sunday) - Club weekend away with the South Australian Club

Club weekend away and meeting with the South Australian club in Nhill. To be held at the Little Desert Nature Lodge (1457 Nhill-Harrow Rd, Little Desert VIC; 03 5391 5232). Various weekend packages are available including Fri/Sat nights accommodation, Sat/Sun cooked breakfast and Fri/Sat 2-course dinner. Prices from \$145 for a campsite, dorm accommodation \$195 pp, standard ensuite room for \$220 pp (twin share)/\$310 pp (single), up to a garden view ensuite room for \$225 pp (twin share)/\$340 pp (single). Contact John Johnson (03 9553 1091) if you have any questions and to confirm your attendance. NOTE: you must make your own booking directly with the Lodge; book early to ensure your accommodation choice is available!

June

4 (Wednesday) - Night meeting, 8pm

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

We are looking at conducting two major events during 2016. The first is a meeting with the SA Club in Nhill (see calendar above – 27–29 May). The second is a week-long Volvo Club tour of Tasmania in October/November time frame. While we are looking at dates and options we will accept expressions of interest. Please contact Heino Nowatzky 0425 705 045.

President's prattle

TWENTY SIXTEEN



We have had a busy start to the year and it doesn't look like slowing down although the winter months do see a decrease in outdoors activities. John's 780 is already turning heads and bringing in the trophies winning the best late classic at the RACV Great Australian Rally in January. It is a lovely car and John was very lucky to get one in pristine condition. We have just had the Garry Rogers Motorsport (GRM) open day and the Club was invited to showcase member's cars. There was also a great turn up from interstate and I think Mark Iceton lent out his entire fleet of cars. The Forum Guys (Jay and Julian) organised a pre GRM Meet at Voldat on the Friday night and it was wall to wall Volvos.

The GRM open day was very successful and we all got quality time with Scotty and James Moffat and were the first to see the new cars and colour scheme. I think James is a great addition to the team. James is driving a V60 Polestar and I asked him what he thought of it. He said they would find it hard getting it back off him, he liked it that much. We have some great guest speakers organised throughout the year including the GRM team (date to be advised to fit in with drivers schedules) and we will also have some great raffle prizes at the night meetings. George and Lachie from Moto Bean have given us some of Lachies special blend coffee so some lucky people will be in for a treat.

I am looking forward to our meeting at Nhill together with the SA Club in May and also the trip to Tassie in October (more in this magazine and future magazines).

On the Classic car front, the Australian Organisation of Motoring Clubs (AOMC), of which the Volvo Club of Victoria is a member, has submitted a 'no change request' on the future of the 25 years. In other words we do not see any value in changing the classic status from the current rolling 25 years to 30, 35 or even 40

years for the Club Permit Scheme. We await VicRoads decision. Also Shannons have notified the car clubs of the Federal Government's proposal to change to current import rules for classic cars to a rolling 25 years of age (from the current pre 1989 only) and that this change is anticipate to come into effect in 2018. So we will be able to bring in 780 Turbos and 480 ES's.

I am constantly amazed and also proud when I witness the interaction between our younger members' and those that have a few years (quite a few years) under their belts. The future of our club and the reason for our club in the first place is dependent on making younger people welcome and somehow we are managing to do this. The one thing that doesn't seem to change with age is passion and as long as we can keep the passion alive it might just be keeping us alive as well.

I was saddened when I heard about the young, pregnant woman that was killed in car crash in Hobart (I refuse to call it an accident based on the circumstances) but what really infuriated me was to learn that the car she was driving (a Nissan Tida ST) is the only variant of that car that does not come with side airbags or seat belt pre tensioner. So for the cost of less than \$1,000 she lost her life. I think that is criminal. It is criminal because they made the car cheaper by eliminating a major safety feature but I bet they still included a CD player and cup holders. Volvo are working towards a goal that no one will be killed in a Volvo in an accident, it is a pity that other auto manufacturers spend more on catchy advertising and squeezing in iPad integration and internet access before addressing major safety issues.

*Until next time,
Heino Nowatzky*

A blue Volvo car, possibly a V40, parked on a dark surface. The car is angled towards the right. The license plate reads 'BERRYMG'.

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Ed's note

THE AUTOMOTIVE LANDSCAPE IN AUSTRALIA IS CHANGING

Aloha everyone, it's almost mid-March and another magazine has arrived in your letterbox or on your doorstep. You've opened it up and here you are, reading another one of my Pulitzer Price winning articles! Kudos to you! I can't believe we're this far through another year, time is really flying!

So it's an interesting time here in Australia as we still have a dysfunctional government that's randomly throwing out policies and seeing what sticks to the wall... or their face. I won't bore you (further) with my political views and opinion on what's going on, but there's been an interesting and important change to grey imports that may create big waves.

As Heino covered in his article there's changes to the age on classic cars and associated taxes, but we've also had the new grey car import rules relaxed, allowing new cars with a maximum of 12 months old or 500km on the odo showing to come into the country.

This has the potential to open up a whole new world of motoring experiences to the Australian buyer. Why? Because historically we've been blocked from importing parallel imports from other countries – we've had to prove that the car we want to bring in aren't available here. With parallel imports, we can bring in the same model car that's available at a local dealer in from a Japanese or German supplier.

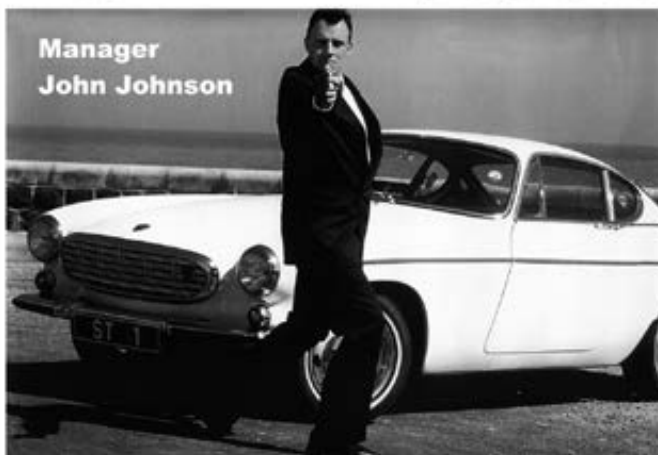
Unsurprisingly, this has met stiff opposition from the FCAI and various premium car manufacturers who have started making rumblings over whether they'd honour the warranty or even service a parallel import. Before you jump up in defence though, remember these are the cars that are sold here with massive increases in price for what is effectively the same car. On the other hand, they do have an argument about the Government placing large taxes on these sort of cars.

Either way, it's going to be very interesting to see how this evolves and how the automotive landscape will change over the next few years. Will we be able to import in some of Volvo's special models seen only in other countries? I know there's a lot of tasty Japanese domestic models that I'd love to see in my driveway, but with Volvo's new focus on electric and driverless innovation, we could be able to bring in highly efficient, high performance models long before they're available here... and be the envy of the Joneses.

*Cheers,
Ben Winkler*



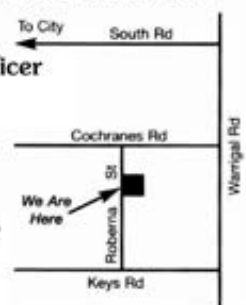
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Club noticeboard

MEMBERSHIP FEES UPDATE

Please be advised that the annual membership fees have increased. The new membership rates are:

- Adult/Family: \$50 per year
- Student: \$25 per year
- Pensioner: \$25 per year

Please be sure to update your direct deposits!

WE WANT YOUR 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)!

TREASURER'S REPORT

The club's bank balance on 19th February was \$9,527.19. For any questions about the club's finances, please contact Rod Shearman on 0468 362 144 or email RodLS@outlook.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.

WELCOME NEW MEMBERS! (AS AT 19 FEB)

Suzanne & Graeme Pabst (XC90, 164)
Michael Scott (850 T5, S40 T4, 850 CD, XC70)
Simon Reece (S40 T4), Nick Codling (1800E)
Gideon Cozens (144)
Robert Probin (940)

Darren Butcher (850R, 242GT)
Stephen & Julie Dance (Ford XB)
Ross McNeillage & Caroline Bopp (240)
Daniel Riley (264GL)
Mike & Sylvia Burgess (262C)

YOUR MEMBERSHIP

As of 19th February we have 287 financial members and 28 members who are un-financial, bringing our total member count to 315. 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 members with 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.

News/articles



Cars without keys?

For decades, drivers have been accustomed to accessing and driving cars with physical keys. But no longer. Volvo Cars plans to become the world's first car manufacturer to offer cars without keys from 2017.

Volvo customers will be offered an application for their mobile phones to replace the physical key with a digital key. The innovative Bluetooth-enabled digital key technology, will offer Volvo customers far more flexibility, enabling them to benefit from entirely new ways to use and share cars.

The new Volvo app enables the digital key on the customer's mobile phone to do everything a physical key currently does, such as locking or unlocking the doors or the boot and allowing the engine to be started.

This new technology will also offer customers the possibility to receive more than one digital key on their app allowing them to access different Volvo cars in different locations – according to their changing mobility needs.

Using the app people could potentially book and pay for a rental car anywhere in the world and have the digital car key delivered to their phone immediately. On arrival a customer could simply locate the

rental car via GPS, unlock it and drive away, avoiding those frustrating queues at airport or train station car rental desks.

Volvo Cars' digital key means that sharing a car will become both simple and convenient. Volvo owners will be able to send their digital key to other people via their mobile phones so that they can also use the car, this may be family members, friends or co-workers in a company.

"At Volvo we are not interested in technology for the sake of technology. New technology has to make our customers' lives easier and save them time. Mobility needs are evolving and so are our customers' expectation to access cars in an uncomplicated way," said Henrik Green, Vice President Product Strategy & Vehicle Line Management at Volvo Cars. "Our innovative digital key technology has the potential to completely change how a Volvo can be accessed and shared. Instead of sitting idle in a parking lot the entire day, cars could be used more often and efficiently by whoever the owner wishes."

Physical keys will continue to be offered for people who want them.

Source: Volvo Cars. Edited for length.

Volvo Car Clubs Australia: A retrospective

There would be a lot of members from the various Clubs that do not know the significance of VCCA.

1998 was the year when Rickard Rydell and Jim Richards won the Great Race in their S40 Super Tourer. Incidentally Jim Richards said a few years later at a dinner that the S40 Volvo was the best race car he had ever driven stunning host Glenn Ridge leaving him lost for words!

Anyway, prior to the start of the race the NSW Volvo Club were given a lap of honour flying Volvo flags and enjoying the lap. The then Managing Director of Volvo Australia, Jan Eriksson was impressed and thought the Volvo Car Clubs could be a good promotional asset to the Company.

He tasked PR Manager Graeme Adam to set up a meeting of the Club presidents at Corporate HQ in Sydney. The presidents were flown to Sydney for the day. At this meeting it was decided to have Chairperson who was not a president to conduct the meeting. Ralph Diaz was the first chairperson of the newly formed Volvo Car Clubs Australia which incorporated all the current state Volvo Clubs and the 1800/120 Club Australia. Ralph's tenure was to be 2 years then each club would take it in turns to provide a chairperson.

The idea was for Clubs to maintain their independence but have a link to Volvo

Motorsports update

NEW OWNER FOR THE PRIVATEER VOLVO 240 GPA

Richard Prince from Sydney advises he sold his privateer Volvo 240 GpA in October 2015 to Craig Neilson from the Sunshine Coast, NSW who has been campaigning a Starion Turbo in Gp-A for a few years. The original owner and builder was Laurie Hazelton

JOHN BOWE'S GROUP A 240T

After a lot of investigation and negotiation I am very pleased to have been able to purchase John Bowe's GpA, Australian Touring Car Championship Volvo 240T that has been the subject matter on my timeline below.

The car has an incredible history and is not only the last surviving 1986 RAS spec GpA Volvo car, but also the very last Volvo Factory "Works" GpA 240T car ever built. The car was assembled in Australia by the Australian Volvo Dealer Team, by key team mechanic Geoff Grech [who went

New V90

Car Australia for support and promotional purposes. The Chairperson's role was to co-ordinate this. One aim which has been achieved is the Rolling Magazine with input from all Clubs. It took a while before all clubs came on board but the result speaks for itself.

I replaced Ralph as Chairperson of VCCA. At this time Ford now owned Volvo Car and as a result funding for the Presidents meeting in Sydney was withdrawn in line with Ford policy on Car Clubs so the momentum was lost to an extent.

I persevered and in conjunction with Graeme Adam the VCCA metal badge was designed and manufactured. A batch was supplied to each club along with VCCA stationery courtesy of Volvo Car.

After two years I raised it with the Presidents that my tenure was up but they voted I stay on as Liaison Officer which I was happy to do at the time.

The Public Relations Managers at Volvo Car change on a regular basis which can make it a bit hard for me to maintain that link. Fortunately, VCA has continued to support the clubs for annual advertising and a bit extra every two years for the club hosting the National Rally. We are grateful for that continued support.

The Clubs are largely underutilised as promotional tools by VCA and its Dealers especially when compared to Mercedes, BMW and Fiat but we don't know what the future holds.

Lance Phillips
VCCA Liaison Officer to VCA

on to become the Team manager at HRT] and a young fabricator, name unknown, who fabricated the first ever Chrome Moly roll-cage in a Volvo Works car in place of the Factory cars previously used Aluminium tube bolted together roll-cage.

The car was finished only the day before the 1986 Sandown 500 Endurance race, were it DNF'd as it also did a month later at Bathurst when John was running in second place. All three AVDT cars including my own car that helped Robbie Francevic to the ATC Championship win in 1986 were returned to Sweden, when Volvo pulled out of GpA racing. Now In privateers hand's for the first time, the car was immediately successful and went on to dominate the 1987 Swedish Touring Car Championship driven by Peggén Andersson. The car also competed in many other races, in Japan and Finland by various other drivers, including Sweden's famed Ulf Granberg.

The car was eventually purchased by Knud Knud E. Sørensen a young Danish driver, who had just started to race, however,



against the later crop of cars such as the Ford Cosworth RS 500's it proved less than competitive. It was subsequently sold to another Danish aspiring racing driver who lived in Spain, and were it was to disappear for 14 years, with out ever turning a wheel in anger again. In 2009 an advertisement appeared for the car and, Thor Rustad's a Norwegian 240T

GpA Volvo enthusiast, purchased the car, sight unseen and proceeded to strip it down to bare metal and commence a 6 year long, 2,476 Hour, complete rebuild of the car to as new condition, 100% "period" correct to when the car was last raced by John Bowe and Alfi Costanzo at Bathurst in 1986.

Anthony Hyde

More 360s in Australia



I was interested to read Rob Eldridge's article about his Volvo 360GLT (issue 223 Nov/Dec), the type rarely features in Rolling, few were sold and not many survive, but these cars in my opinion are very underrated. I bought mine, white(ish)/grey, a 1986 model, in 1996. It complements my 1988 Volvo 240 very well, the latter being an excellent cruiser and the former better for urban use and driving in the Tasmanian hills. The first and only major problem I had to deal with was the alloy wheels that could not be balanced, these were replaced with Volvo steel wheels. Why have alloy when you can get steel? Other enhancements have been to install Volvo oil pressure and temperature gauges as well as additional VDO voltmeter and clock. (Several standard 360 clocks have all failed to work). There is also an OAT gauge. A dash mat and a metal rear window blind has been added. The original cargo cover remains intact. The ugly and useless spoiler has been removed greatly improving the appearance of the car. The sprayed rear wheels have been realigned vertically as I am a gentle driver and not into "drifting". The tow bar is there to protect from rear enders. My maintenance policy is that if something needs to be done it is done. The car has been regularly serviced by those who know what they are doing in Canberra, Adelaide, Wagga and Devonport.

The well laid out instrument panel has the warning lights located across the top of the screen. The low petrol light (and presumably the too high coolant temperature warning light) will flash annoyingly until something is done about it. Central locking is for the four doors with the door knobs visible that raise and fall indicating whether the central (un)locking is working on each of the four doors. The tailgate locks separately. Drive and front passenger windows are operated electrically, the rear windows manually. The heater and air conditioner are excellent.

With the gearbox and differential at the rear of this front engine car it is well balanced and drives and steers well. Some might wish for power steering. However, with the famous Volvo gearbox (I once had a manual Cross Country) it is zippy (compared with the 240) even ascending hills better. The gear ratios are quite different with 3000 revs needed for 110 kph (compared with 2250) and have never seen the need to exceed 3000 rpm except on one occasion when trying 90 mph/150 kph on a quiet freeway. Michelin tyres are on the car. The additional engine instruments are useful especially on a hot day and stuck in traffic to note how the oil (and coolant) temperatures will rapidly heat up. The voltmeter indicated half way across the Hay Plain the alternator was playing up.

There is one other Volvo 360 that I know of along the north coast of Tasmania and I have heard of another down south. Comprehensive insurance comes to less than \$50 (with annual limit of 7,000 kms), the car can do up to 35 mpg on a trip, and has covered only 127,500 miles. It uses no oil, has been regularly serviced, passed the NSW re-registration checks each year without hassle and, having lived and been well looked after mostly in the ACT and inland NSW, has no known rust. I would be comfortable driving this car to Perth and back.

In Tasmania one does very little mileage compared to when living on the mainland. A trip to Hobart, 254 km from Devonport, becomes a major exercise. I have done it once in 3 years. With 5 cars I now have just too many for the limited mileage I am now doing. Sadly, this car (and another) will have to go and if anyone wants to make a sensible offer for this fully registered (in NSW) I will have to take it.

Brian Tout



Shopping delivered to your car (redux)

Volvo released this late last year but with the announcement of a new creative agency and their foray into selling cars online (direct from the manufacturer, and selling all pre-sales quickly) it popped up again. This time it doesn't sound so far-fetched against ideas like Amazon delivery drones!

Starting in Gothenburg and slated on expanding to other Nordic countries to those using Volvo's On Call service, owners are able to select delivery to their car instead of the usual snail mail or express post options. Your purchased items are sent to Volvo who use a one-time digital key to gain access to your car.

With Volvo's other initiatives into keyless, autonomous and more integrated cars, it will be interesting to see whether this sort of system can be introduced into Australia's large but progressive commerce space.



Polestar goodies

Polestar has released a range (Polestar Performance Parts) of mainly dress-up and a few go-fast bits for the latest S60, V60, V40 and XC60. These include springs, strut bars, shocks, wheels, exhaust, interior and exterior details and more.

Available as separate parts or complete packages, these parts look pretty nice and some even hark back to the days of 70s and 80s black stripes and trim.

Volvo airboxes

I suggest you check your airbox cold and warm air flap. It's not really a requirement in Australia's climate so get rid of it. This is the warm air inlet that comes from exhaust manifold. On two cars now, a 90' 740 & 93' 940 both with same airbox, I have found the flap locked in the warm air position. It seems a common modification is to run a screw through the top of the box into the flap to hold it in the cold air position permanently. Good idea but the flap is soft and thin so what has happened is the screw has lost its grip and the flap has returned to the warm air position - for when the engine is cold. Then when the thermostat tries to move the flap to the cold air position it can't now because the screw has jammed the flap permanently in hot air position.

My 940 was always lethargic but now having sorted this out it's a completely different car. Before it would not accelerate above 4000 rpm up a hill after changing out of o/d then back to second (auto). Now it pulls 6000 rpm easily in first and second. It always felt like it was out of puff, now I know why.

My 740 seemed ok but when checked it had the same mod but the screw was a bit shorter so the flap was jammed halfway.

I had a discussion with an experienced mechanic and he poo hoo'd me, said that screw mod was all ok. I showed him the photos, didn't really have much effect on his opinion.

On 7 and 9 series the thermo mechanism is all inside the inlet pipe, a massive restriction to air flow at anytime.

My solution was to remove the whole flap and thermo thing and make a direct cold air duct. Bang for your buck? Cost \$4 for the PVC elbow.

240's have a less restrictive arrangement but will benefit from the same course of action. Any vehicle will benefit.

I'll let the pictures tell the story.

Kevin Holden



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Grumpy: Let there be light



It is dark and stormy and you walk out in the pitch black night and press the unlock button for your Volvo, immediately the amber lights flash and the interior light comes on and the driver's door opens in welcome. You climb in the car start the motor and turn on the headlights... the road in front of you is brilliantly lit up for 500, 600 maybe more than 700 metres. Have you ever wondered how it came about?

To your grandfathers [or maybe great grandfathers] it would seem like a miracle. They grew up in a world of candles and kerosene lamps. If you look carefully at the Cobb & Co coach you will see the lamp just below the front window.

The image to the left is a candle lantern as used on a stage coach – the candle is pushed down the handle compressing a spring and a cap with a hole is placed over the wick allowing the candle to burn in the same position as the wax is burnt and the spring raises the candle – a piece of 19th Century ingenious invention.

What has this to do with the motor car? Well a lot of the early cars used coach technology. Since coaches travelled at only 9 to 11 kilometres per hour candles and kerosene lamps were adequate on the bush roads without other lighting.

Most horse drawn coaches did not have lights since most journeys were made in daylight since the roads were little more than dirt tracks and horses did not have eyesight much better than humans. The lights, such

as they were, were used only when the trip did not end till a little after nightfall. The main use of the lights was rather like navigation lights on ships – so that coaches did not collide at night and so that the men at the hotels where the horses were changed could see the coaches approaching at the top of a hill.

A small improvement was made when the candles were replaced with kerosene which was cheaper and did not need replacing as often. So the first cars to have lights had coach lamps mounted at the base of the windscreen. Around 1900 not very many of the daring motorists drove at night because with of the balloon tyres which were basically big smooth unvulcanised inner tubes [no outer tyre with tread] and with many horses on the roads shedding nails punctures were very frequent. One Saturday a motorist recorded that on a trip from the city to St Kilda he had five punctures on the way there and ONLY three on the way home. Fixing punctures on the side of the road would be hard work without having to do it in the pitch dark!

ACETYLENE

As cars and roads developed headlights with polished parabolic reflectors and acetylene gas were mounted on the front of the car on either side of the radiator.



An acetylene lamp has calcium carbide placed in a lower chamber, the generator. The upper reservoir is then filled with water. A threaded valve

or other mechanism is used to control the rate at which the water is allowed to drip into the chamber containing the calcium carbide. By controlling the rate of water flow, the production of acetylene gas is controlled. This, in turn, controls the flow rate of the gas and the size of the flame at the burner, and thus the amount of light it produces.

Cars with acetylene headlamps had a brass cylinder mounted on the running-board within reach of the driver's hand so he could regulate the water flow. A pump was connected to the cylinder so the flow of pressured gas could reach the headlights through small rubber tubes.

This type of lamp generally has a reflector behind the flame to help project the light forward. An acetylene gas powered lamp produces a bright, broad light.

The earliest headlamps were fuelled by acetylene or oil, and were introduced in the late 1880s. Acetylene lamps were popular because the flame is resistant to wind and rain. The first electric headlamps were introduced in 1898 on the Columbia Electric Car from the Electric Vehicle Company of Hartford, Connecticut, and were optional. Two factors limited the widespread use of electric headlamps: the short life of filaments in the harsh automotive environment, and the difficulty of producing dynamos small enough, yet powerful enough to produce sufficient current.

CARBON ARC LAMP:

The carbon-arc lights produced a brilliant white light and were widely used for lighting in the earlier days of car development but were never used in cars because the violent shaking of the car on rough roads would displace the carbon rods which required a fixed gap to operate the arc. There were other problems. Carbon rods had to be replaced after a short period of time, also the unenclosed lamp could easily electrocute

or severely burn the operator. Carbon Monoxide emissions. Dangerous: it was a fire hazard, many theatres burned as a result of the excessive heat or sparks.

ELECTRIC LIGHTS

Finally electric light globes developed to a point that they were robust enough to be fitted to cars.

For early cars such as the T model Ford they were offered as "optional extras" much in the way that radios and air-conditioning were available for the more up market cars in the 1960's. A firm offered the world's first electric car lights as a complete set in 1908, which consisted of headlamps, side-lamps and tail lights and were powered by an eight-volt battery. But it is doubtful that the headlights would have produced much light before running the battery flat. In America in 1912, Cadillac integrated their vehicle's electrical ignition and lighting system, creating the modern vehicle electrical system.



1928 Willys-Knight 70A Touring. Notice the directional headlight in the middle

The standardised 7-inch (178 mm) round sealed beam headlamp was introduced in 1940, and was soon required for all vehicles sold in the United States, freezing usable lighting technology in place until the 1970s, for Americans. Because the law was written to prevent 'bad headlights,' it by design looks backwards and has historically not been able to deal with improved, innovative designs.

The sealed beam headlight was a single glass unit with lens, filament and reflector as one unit. One big problem was that a cracked lens allowed air



to penetrate and the filament burnt out. In Europe great improvement in globes and lenses resulted from 1950 onward. Technology moved forward in the rest of the world the first halogen lamp for vehicle headlamp use, the H1, was introduced in 1962 by a European consortium of bulb and headlamp makers. Shortly thereafter, headlamps using the new light source were introduced in Europe. These

were effectively prohibited in the US.

DEVELOPMENTS

The quartz halogen is now standard in all cars, but in 1999 the first worldwide Bi-Xenon HID headlights for both low and high beam were introduced in luxury cars. Bi-Xenon headlamps produce between 2,800 and 3,500 lumens from between 35 and 38 watts of electrical power, while halogen filament headlamp bulbs produce between 700 and 2,100 lumens from between 40 and 72 watts at 12.8 V. So there is now a more efficient light source which in a way harks back to the old days of the carbon-arc light. But there is a problem with the intensely bright light which has a bad

effect on people with eye problems that did not exist with the older lights.

LED

Automotive headlamp applications using light-emitting diodes (LEDs) have been undergoing very active development since 2004

LASER



Audi Matrix Laser headlamp at Consumer Electronics Show 2014

In 2014 BMW i8 became the first production car to be sold with laser headlights (high beam function only). The limited-production Audi R8 LMX uses lasers for its spot lamp feature, providing illumination for high-speed driving in low-light conditions.

THE FUTURE

What will they think of next? Hang on to your hats folks!

Grumpy

Ed's note: Very interesting and made me think of this bit of fun trivia; 240 owners in the USA are now actively importing in the European and Australian headlights to replace their US only plastic lens headlights.

Our great Aussie adventure



Travel through the unknown areas of the land of the Aborigines, kangaroos, koalas, boomerangs, didgeridoos and 'no worries' in your own classic Volvo. We will be travelling along the rugged west coast, all too well known by Dutch explorers, through the top End of the Northern Territory, down through Central Australia, passing Ayers Rock and Oodnadatta. Then via the Great Ocean Road to Melbourne and over the Blue Mountains to Sydney, world renowned for the Opera House, Harbour Bridge and Bondi Beach.

An adventure Down Under like no other. A trip full of beautiful scenery, culture and adventure.

The Volvo classic trip through Australia promises to be a very special one. It's already unique to drive your own classic Volvo car through the breathtaking surroundings of this part of the world, but what makes it extra special is that the local Volvo Clubs have welcomed our adventure. For them it will also be a unique experience to meet with Volvo enthusiasts from a different continent. They also exist for 30

years and have organised many activities and tours in their areas. Especially in the south east of Australia (NSW & Vic), where most of the population lives.

And now we (the Dutchies) are coming again. Not on ships like 400 years ago, but in their classic Volvos. We will tour through areas of the country the Aussies themselves have not been before. And even if they have, surely not in their classic Volvo. I'm sure they would love the adventure.

Several teams have contacted us to join us for part or even the full trip. It will be a unique Holland-Australia experience with Volvo classics.

A test-run will be held in 2016. Together with our Aussie hosts we will further plan the technical support and parts supply.

The Oodnadatta Challenge will be done in 2017. A fantastic trip of 10000 km's through all climate zones of Australia. Starting in Perth, along the rugged west coast to Darwin in the tropics, close to the Kakadu National Park. Via Ayers Rock in the outback to Oodnadatta, the hottest place on earth. Then along the Great Ocean Road via Melbourne and Wagga Wagga to finish near the Opera House and the Harbour Bridge in Sydney.

Once in a lifetime: 4 weeks of adventure in your own Volvo classic.

Australia here we come!

Article translated by Mark Richardson



As the day drew to a close and with a sense of anticipation, John Johnson found the shade of a tree to view the awards ceremony. The Club was really proud as John's 1987 Volvo 780 was awarded the Best Late Classic Vehicle at the Rally. An award well deserved for a very original and well-presented car that is rare in Australia – congratulations John.

Doug Miller

WWW.CVI.NU

Australia Day 2016 – Kings Domain, Melbourne

For almost four decades a display of veteran, vintage and classic vehicles has contributed to Australia Day celebrations in Kings Domain Melbourne. The tradition continued in 2016, with a beautiful sunny day and tens of thousands of persons converging on the parkland surrounding Government House. The day has a lot of attractions in addition to the vehicle display, with a large number of community and cultural groups having a presence, entertainment, food trucks, tours of Government House and an aerial display by the RAAF Roulettes – a really relaxing family environment.

Midday arrived with a bang, not only from the 21 gun salute but also with the arrival of tens of thousands of people who flowed into the gardens following the Australia Day Parade through Melbourne.

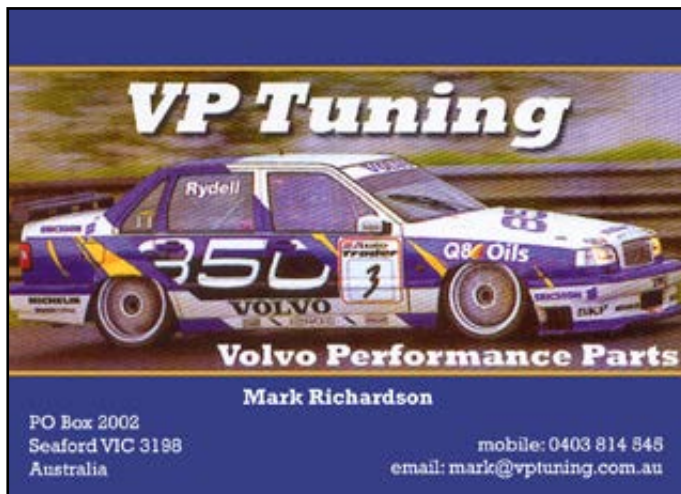
For several years Volvo Club of Victoria members have contributed to the vehicle display. This year the Club had four cars on display; P1800 (John Johnson), 142 (Lance Phillips), PV544 (Len Ward) and 262C Bertone (Doug Miller). Our early (7:00am) arrival to Kings Domain (thanks Len for leading the convoy) ensured we had a prime location close to the main public entry point.

It was a great day for gaining a lot of exposure for classic Volvos, with the large crowds and many international visitors as the Australian Open Tennis was on at the same time. Each of the four cars attracted a lot of interest, with John's P1800 invariably acting as a beacon to the other Club cars.

The only disappointing point for the day was the reduced number of cars – down from in excess of 400 in previous years to approximately 150 this year. This we understand was as a result of a “cap” for OH&S purposes on car numbers by the event organisers to 237 cars, and the no show by approximately 80 cars in part attributed to the requirement by event organisers for cars to be in place from 6:30am with departure to commence from 5:00pm – it is understood that this may have impacted on participants from country Victoria. Post the event we also became aware of several Club members, who regularly attended, having their entry application subsequently returned due to the “cap” on car numbers.

The Club encourages the RACV and The Federation of Veteran, Vintage and Classic Vehicle Clubs to work with the event organisers to address these issues for future Australia Day Picnics in Kings Domain.

Doug Miller



NOTICE OF NEW BOOK AVAILABLE

Volvo Car Club of Victoria members might be interested to know that my new book about the 1968 London to Sydney Marathon has just been published - members may know that among the 98 cars in the Marathon were seven Volvos, four 140 series sedans entered by the Australian Amoco oil company, two privately entered 120 series sedans and a privately entered 140 series station wagon. Drawing from personal recollections of more than

60 participants—many who made it to Sydney and many more who didn't—and contemporary newspaper and magazine articles, this book tells the full story of what was called the “Marathon,” from an idea dreamed up over an alcohol-fuelled lunch to the last car over the finish line.

Although I am a British author, the book is written for the American market. I therefore make no apologies for the U.S. grammar and rhetoric!

*Best regards,
Robert Connor
robertpaulconnor@gmail.com*

Our cherished Volvo 740 (though when we bought it, it was called a 745)



Our cherished Volvo 740 (though when we bought it, it was called a 745).

In 1987 we decided to emigrate to Australia. We were very happy in England, but I was offered a position in Melbourne which appealed. Most of my friends thought me mad, since the salary was much less than my remuneration in London, but we had already visited Melbourne and knew the streets were not paved with gold - yet we liked the atmosphere, climate and above all the friendliness of its inhabitants.

At that time, there was a privilege granted to first-time migrants to be able to bring a 'cherished' vehicle into the country without having to pay import duty on it, and knowing we would need one, and how expensive cars were here compared with England, we determined to avail ourselves of this dispensation.

But which model to bring? The definition of a 'cherished' vehicle was not overly onerous. It was a car that had been owned for a minimum of six months, but with only nine months before departing, we had to move very quickly to fulfil this requirement.

I did my maths. A new car sans tax was actually cheaper than a car several years old, so it would have been ridiculous to go for an older car when we could buy a new one. So I did my homework, and quickly reduced a long list of likely cars to two models, the Volvo 745 and the Peugeot 505. After test driving both however, the decision was not a difficult one. The Volvo won on every aspect except one. Both can carry seven (the Volvo with the small bench seat as an extra), but whereas the Peugeot had all seven seats facing forwards, the rear two in the Volvo faced backwards.

These were really only big enough for children, but it is common knowledge that travelling facing backwards will invariably bring on car sickness which may not occur in the same passenger when facing the way they are travelling.

However, we made our choice and went with the 745 which won on every other front - and chose to forego the extra seat. I preferred to carry less people than have to clean it from time to time. General mud and dust is fine. Vomit is not.

But only then did we meet a problem. New cars are made to order. The fortunate purchaser sits down with the salesperson,

discusses the exact requirements, and the factory kicks into action to produce exactly the car ordered, with all the details that will please its first owners. The trouble was that all this takes time, and a car could not be made for us such that we could own it for six months before leaving England!

However, a solution was found. (No car-salesman likes to lose a sale!) On checking through Volvo's cancelled orders, it was found that the United Nations had ordered the same model that we wanted for its use in the Middle East, which even before delivery had become surplus to requirements, although it was already over halfway through its manufacture.

We had expressed a wish for a white car. UN colours are white and mid-blue, and this car was white, with mid-blue upholstery. Volvo was happy to add 'cruise' at a late stage, and within weeks we had our new car, bought through Volvo's Diplomatic Sales, and best of all, supplied with the cost of shipping to Melbourne included in the price!

But there was a drawback. Isn't there always! They would only ship it from Gothenburg. (The fact that it was manufactured in Belgium seemed immaterial!) I had to get it to the Volvo factory and they would do the rest. So it was that a few days under the six months, I was on the Harwich-Gothenburg ferry in December. Too good not to look around in Sweden, and I spent several days there, enjoying the Art G allery and various indoor sights, though not their weather. (How can the Swedes live with winter weather like theirs! No wonder our Volvo has heated seats!)

Generally the cheapest way of shipping cars, albeit the riskiest, is RoRo (roll on, roll off) because cars of all different lengths and widths do not sit well side by side, and invariably slide into each other on the high seas. But the Volvo representative was at pains to reassure me that since all the cars in this consignment were 740s and 745s, they would all be exactly the same length and width, and with professional packing in between, would be completely safe. He was correct.

It was an irritation however, once it had arrived, to see it sitting on the Melbourne quayside for several weeks through a chainmesh fence ... while bureaucratic red tape was unwound.

Before I could register the car in Victoria, it needed an engineer's certificate. Simple. A new Volvo. What could be easier? So I was shocked when I was told it had failed checks, some of them involved with safety - on five counts!

And I thought I had left bureaucracy behind! The windscreen was tinted. It allowed 83% of light through it. Unsafe! It needed to allow at least 85% of light, so it had to be replaced with a 'safe' one. The door mirrors had a convex section, which could suggest to the driver that cars were further away than in fact they were. The fact that we, like countless others, have driven with such mirrors was immaterial. Unsafe again! They had to be replaced as well. And so it went on.

I do believe that most of these findings would not cause any problems today, but the stipulations seemed more unenlightened then.

I wonder how many of the Volvo Car Club's members are driving a car now that they drove out of the showroom brand new. Almost thirty years old, ours has always been garaged against the weather and garage maintained - for the last half of its life excellently by the Berry Motor Group (thanks Graeme) - and carefully driven. Now we are a family of two rather than five, I have replaced it with a smaller car, and chose another Volvo - a V50 'Lifestyle' for everyday motoring, though I still feel so happy behind the wheel of the 745. After all these years, it is still safe, relaxed and reliable motoring, and with its condition and styling, it could be a mere five years old. Both its design and appearance have stood the test of time exceedingly well; even though at an early stage our sons disparagingly christened it "the fridge on wheels" (and in truth, it does look a little like a refrigerator rolling along on its side!)

It has a cavernous interior, often being a workhorse for the whole family, while yet still being quiet and comfortable. Who could wish for more?

So a warning Graeme - you will need to care for this car for many years yet! Three cheers for Volvo - and even though the company has passed through several owners since we acquired the 745, the spirit of the marque still survives.

Peter Hawkins

SOUTH AUSTRALIAN CLUB



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

www.volvocarclub-sthoz.org.au

Welcome!

The Volvo Car Club of South Australia is pleased to welcome to the club Robert and Raelene Collings of Magill with a 164 that is about to be brought out of long term storage. And welcome back to past member

David Fitzgerald who likewise is getting reacquainted with his 69 P1800 after a few years in hibernation. Hope to see you all at an event soon.

Reminder - Historic Registration Vehicle Inspections and Log Books

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

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

To assist with requirement 1, the club is holding a Show-N-Shine day and BBQ on Sunday June 19. Chris Allen has once again kindly offered to open the Povey Motors workshop and no doubt there will be an opportunity to put your classic on a hoist for short time. See Events Calendar for further details.

This event is especially important for you if we haven't seen your vehicle at another club event in the past 12 months. It will be of great assistance to the club registrars to keep our club records up to date and saves the hassle of organising a special trip to have your car inspected at a convenient time for one of our registrars.



Calendar

SATURDAY 16TH & SUNDAY 17TH APRIL - McLaren Vale Vintage & Classic Car Event.

There will be a Charity Dinner on the Saturday Evening April 16th (Guest Speaker Larry Perkins) at \$90 per person. Tickets available at www.trybooking.com/150356 or phone 0415 820 719.

On Sunday the Car Parade begins at 11am with cars to be assembled by 9am. Registration costs \$25. More info and entry forms at www.vintageandclassic.com.au.

Please advise the Events Committee if you intend to participate so we can coordinate to travel as a group, etc. Also ensure you enter 'Volvo Car Club of SA' on your entry form so the event organisers are aware of how many participants from the Club to cater for.

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



Whispering Wall Run - January 31st

Fine and sunny weather was much appreciated after a month of temperature highs and bush fires, a month that also included the wettest day in 40 years with twice the average rainfall for January falling over two days. Seven vehicles gathered at the Parafield meeting point, ranging from Rebekka's 1974 144GL, to Helen & Barry's 2010 XC60.

First destination was for lunch at the riverside picnic area in Williamstown where

the group were joined by Bob and Jenni in their 1970 VW beetle. A nearby Bakery and Deli provided for those who did not bring a picnic lunch whilst Ralph made good use of the free electric hot plate. Following a leisurely lunch, Carol & Peter led the convoy to the Barossa Reservoir.

At the time of its completion in 1902 the Barossa Reservoir was the first arch dam in South Australia and the highest in South Australia. Widely known as

"The Whispering Wall" the dam's acoustic properties allow sound at one end to be heard clearly at the other end 140 metres away due to the shape and quiet location.

Afterwards Alexander provided some entertainment taking those interested for drive in his 343DL with its CVT transmission.

Ron Badcock



Autojumble Swapmeet & Show'n'Shine Victor Harbor - February 7th

A 7.30am start revealed those who are keen to get their classic out for a run south through rolling country side to Encounter Bay Football Club oval. Weather was ideal. Hence it was disappointing that only two 122S and a 240GL turned out to represent the Volvo Car Club. Another 122S rolled in later in the day.

The swap meet had a wide range of old and some new items on offer with items of interest for women and children as well. The display of classic vehicles in the show'n'shine was well worth a look.

Much to the surprise of our Club President and his family he was awarded a trophy

by Shannons for the category of a classic vehicle plus caravan. Goes to show you have to be in it to win it. Chris has put many hours into completing his tear drop caravan, Congratulations!

Ron Badcock

Sunshine State Volvo Club



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Welcome to our new members

Rick Deloub
Greg McTaggart
Col Roe
David Walker
Estelle Dempster
Lisa Eldridge
Angelina Holland
Claire Wilson

Total Membership

55

A Note From Our President

Greetings to all Volvo Enthusiasts.

Although the date of the next Volvo National Rally, 5th - 7th of May 2017, still seems to be a long way off, preparations are moving along. It will be upon us soon.

Included in the SSVc pages of this edition of Rolling, you will find an Expression of Interest form. We encourage those wanting to attend to fill it out and return it as soon as possible. This will help us understand how many people are attending and help us to plan the event. Activities and venues will be announced at a later date.

Sadly, this will be my last "Message From Our President" as I made the decision not to stand for re-election at our AGM. I wish to take this opportunity to thank all in the SSVc for their support and encouragement.

We can all be justly proud of what we have achieved in such a short time.

Volvos forever.

Rod Wilson



The SSVc 2016 AGM was held on Saturday 12th March.

All committee positions were vacated, nominations taken and roles filled by way of a member vote.

In line with the growth of our club, our committee has also expanded.

Congratulations to all in our new committee

President : Rob Eldridge
Club Secretary/Treasurer : Rob Ansell
Membership Secretary : Estelle Dempster
Events Coordinator : Jared Wilson
Events Coordinator : Mike Beamish
Webmaster : Jay Holland
PR & Design Officer : Travis McLaughlin
Magazine Editor : Rob Eldridge
Dating Officer : Jared Wilson

Membership News

Since the last magazine, Sunshine State Volvo Club has embraced the opening of membership to Associate members. We are aware that most of our memberships were in the male family name, while partners and other adult family members were very interested in the club, were supportive & attended many events.

Associate members have a reduced annual fee but do not receive a copy of Rolling Magazine (they just read their partner's). Those joining now have complimentary membership until 30th June when their fee will carry them to 30th June 2017.

A number of members have already renewed their membership for 2016-17. This is appreciated as we work towards 2017 Rally.

Estelle Dempster
Membership Secretary.

SSVC Events Calendar

For a full list of events and further details visit us on facebook or ssvc.org.au or alternatively contact one of our Events Coordinators, Jared Wilson 0400 791 414 or Mike Beamish 0400 243 343

April	2	<p>SSVC takes the Plainland Car Wash Meet at Plainland</p> <p>Immediately following our April Committee Meeting, this is the second gathering of this group.</p> <p>For further details see our website, facebook or contact Jared or Mike</p>
	16	<p>Honk! at Brisbane St, Ipswich.</p> <p>This is an SSVC supported event, It is part of the 2016 Ipswich Festival</p> <p>Honk! always attracts elite show cars, customs, classics, vintage vehicles and plenty of club cruisers with models spanning the 20th and 21st centuries. Join us and show that we can mix it with the best of them...</p> <p>For further details see our website, facebook or contact Jared or Mike</p>
	17	<p>Smiles of Strength Motoring Extravaganza at Nambour Showgrounds, Nambour</p> <p>This is an SSVC supported event that is being hosted by the Smiles of Strength charity.</p> <p>This will be their 2nd Motoring Extravaganza. This year will be bigger and better than before. It is a family friendly day for everyone to come along and enjoy.</p> <p>For more information see our website, facebook or contact Jared or Mike</p>
May	1	<p>Euro Day at Lakeside Raceway, Kurwongbah</p> <p>This is an SSVC supported event that is being hosted by Lakeside Park Raceway</p> <p>There is a Show and Shine, Track Challenge and kids entertainment, Visit www.qldraceways.com.au/euro-day for tickets.</p> <p>For more information see our website, facebook or contact Jared or Mike</p>
	14	<p>SSVC GLT Technical Day and Show and Shine at GLT Car Centre, Capalaba</p> <p>Traditionally our biggest event, GLT Days are always great, this will be no exception, also on the day will be a detail demo and a show and shine with trophies on offer for all Volvo models.</p> <p>Special thanks to Detail Central www.detailcentral.com.au</p> <p>For more information see our website, facebook or contact Jared or Mike</p>
June	3	<p>SSVC Munchies Meet Up at Munchies , Acacia Ridge</p> <p>Friday Nights at Munchies always gather a good crowd, why not come along and check it out.</p> <p>For more information see our website, facebook or contact Jared or Mike</p>
July	22—24	<p>V8 Supercars Ipswich Super Sprint at Queensland Raceway, Willowbank</p> <p>Come along and have the opportunity to meet Garry Rogers Motorsport management and the team and of course enjoy a great weekend of V8 racing.</p> <p>For more information see our website, facebook or contact Jared or Mike</p>
	24	<p>Jumpers and Jazz Festival at Warwick</p> <p>This is an SSVC supported event, visit www.jumpersandjazz.com for details</p> <p>For further details see our website, facebook or contact Jared or Mike</p>
<p>+ More visit ssvc.org.au/calendar</p>		



Munchies meet up

What is it with Volvos take Munchies and the awesome Queensland weather!!!

A small but as usual quality group, about 8 1/2 cars (the 1/2 in this case being a former Volvo owner who came in support with his falcon) headed out to Munchies for a bit of a chin wag. Sadly due to weather it scared a lot of people away from coming so numbers were well down but that said, us Volvo owners didn't care, we still hung out and we're happy to chat to anybody who wanted to talk about the cars.

What made the night interesting, to me anyways, was two of the close connections we have. Clinton Priddle had his C70 convertible on show and next thing a woman walking her two dogs is talking to him and telling him about when she owned that very same car, even explaining how she got a fridge in the back seat.

Then there was Mike (didn't get this gentleman's last name) and his duck egg blue 244 DL. My old man Rod Wilson only a week or so ago came home telling me about what he thought was a blue 2 series with mags and a set of spotties that he'd never seen on his route to work till that morning and had bought it up in conversation a few times in the following week. The smile on dads face when that very 244 rolled in was priceless. Very nice car and big Mike is a top bloke!!

Anyways till the next Volvos Take Munchies, fingers crossed the weather will be on our side!!

Jared Wilson





SSVC Christmas Party and 2015 reflection

We assembled on the waterfront at beautiful Margate. The second SSVC Christmas party was under way.....

So, another year over and what have we done? Is that plagiarism? It has been an active year for us. April saw our first non-driving event with dinner at the Turkish Restaurant.

May was particularly active starting with a Friday evening meet at Munchies in Acacia Ridge which saw the arrival of Matt and The Baz from Sydney. Unfortunately, Queensland put on a deluge of Biblical proportions just to show the Sydneysider that we can rain as hard as anyone!! Fortunately, Saturday dawned bright and beautiful for the great Tech Day courtesy of Peer at GLT. Lots of good information exchanged and many problems solved.

Later in the month was a drive to Sketches café.

June had a Friday evening meet at Munchies in Acacia Ridge followed by Coffee & Cars the next morning at Samios in Coorparoo.

Next month we had Christmas in July. Very pleasant surrounds but the food sadly, wasn't up to expectations. Nevertheless, much happy chatter ensued and a good day was had.

The National Rally saw a number of our members go to Sydney for this great event. It was a spectacular event and leaves us some very big shoes to fill in 2017. Meantime, the remnants of the club enjoyed a long drive up Mt Mee and dropping down to Samford for lunch at the Flying Nun Café. This was followed by a visit to the home of Rick Forno to see his million mile Amazon and some others under restoration.

September saw another great drive through the countryside along the Tweed Valley for lunch at Flutterbies in Tyalgum. Great photo opportunities again here and a surprise visit from Richard who drove up from Byron in his XC60.

The final event for the year, prior to the Christmas gathering was a visit to the Warplanes Museum at Caboolture. Apart from some of our number getting lost, (next time I'll listen to instructions) it was a very interesting day. The guide at the museum is a retired F111 engineer and kept us enthralled with his knowledge of the various aircraft. One young tacker got to 'pilot' a Huey helicopter and the escape module of an F111!! I think there were some interesting stories told at Show to & tell the next day!!

So, the Christmas gathering..... which included a very wide range of Volvos, proceeded along the usual merry lines and a great finale to the year was enjoyed by all.

Mike Beamish





Greta's Tale

It was late in 2015 that I began looking for an older Volvo to put on Historic plates. In Qld where I live this means that the car has to be 30 years or over. So I was looking for a 1985 or earlier car preferably gold in colour with a six cylinder motor. With this narrow focus in mind I began to prowl the various websites advertising cars.

In November 2015 I found a suitable car. It was a 1982 Volvo 264 GLE, gold and in pretty good nick at 190,000kms. After negotiating a price down to \$2500 from the \$2800 advertised price we made arrangements for transporting the car up to the Gold Coast. The seller knew a transport guy who might take it for \$350, a considerable saving as CEVA wanted a lot more especially door to door.

With the arrangements made it was a matter of waiting to hear of her ETA.

Finally got an SMS from the driver that she was being loaded on 7 December and should arrive in the next day or so. Great news and, on the same day, the Volvo 264 Haynes Owners Workshop Manual arrived from eBay. The manual was in perfect condition (looked like it had never been used) and was only \$20 delivered.

The next day I received heartbreaking news. On the way out of Sydney my transport truck was run up the back by another truck. It was a flat faced Kenworth and my poor Greta was the last one on the top deck at the back. She took the brunt of the collision.

The broken Greta was delivered to my place the next day. Aside from the owners manual and the service booklet, the glove-box had Stereo testing cassette and a bottle of touch-up paint.

While the back of the car was caved in the front looked remarkably undamaged considering it had done "thousands of dollars damage" to a silver Mercedes coupe in front of her.

Fortunately, I was insured so I started the claims process by phone. I was disappointed with their attitude from the start. I understand that they might be suspicious of some kind of scam given that the car was insured one week and damaged the next but these things happen. They made me go through all these questions about the accident which I struggled to answer as I wasn't even driving the car at the time!

At one stage they insisted that if I did not have a home address for the driver who hit my transporter, there was a \$1900 Excess to pay. This was ridiculous given that the insurance was for \$2500.

Greta was taken away to the Smash Repairers for assessment but I already knew the outcome. There was far too much damage to the rear with distortions to the panels below the C pillars. All the doors still closed and the remote locking still worked. When it was unloaded from the truck at my place I drove it a short distance, U-turned and parked it outside my place. The car ran well, started first time and had plenty of torque.

Eventually the insurance company of the offending truck came to the party so it was all settled in the end. It still left a bad taste in my mouth when we had some six policies with this company. I understand there is dash-cam footage of the accident from the rear truck but I haven't seen it.

Greta was duly written off and I received the insured amount from the insurance company.

But that's not the end of the story.

Along with other members of the SSVC I realized that Greta could be the source of some excellent parts for various 200 series Volvos. She was scheduled to be auctioned on 7 January 2016 at the Pickles Brisbane Depot. With the help of Rob Howard, who actually did the bidding online from his sick bed (now that's commitment!) we secured Greta for just under \$500. Noel Gwynne picked her up a few days later and he, myself & Rob Eldridge are joint owners of Greta. Noel and Rob have a gold 262C they are fixing, so some panels as well as other parts are likely to end up there. For my part, I'm looking at the interior such as dash and door panels for the next 264 I acquire.

Still looking.

Bede Maynard





Australia Day Drive

What better way to spend Australia Day than in the company of good friends and Swedish metal (with one Mazda for good measure).

This year the SSVc were kindly invited by club members Bede and June Maynard to their home for a BBQ, with members from all over south east Qld in attendance as well as Richard from Byron Bay and Matt Williams making the trek from Sydney.

After a nice, though slightly wet cruise (I sat shotgun in the Baz, love that car) down to the Gold Coast we invaded and took over this quaint little cul-de-sac and were greeted warmly by Bede and June as well as some of their friends (oh and unlike Bede's cars, the house isn't gold).

Now as some would know by now us Qlders have a tendency to get rather loud as we all love a gasbag and the conversations over the tables whilst enjoying my old mans barbecuing skills never dulled.

So, to the SSVc members in attendance, thank you for making it a special Australia Day and making my 90+ grandmother feel so welcome. To Rick Deloub, Richard Buxton and Matt Williams, thank you for travelling such great distances to be there. We as a club really appreciate your support and your friendship.

On a side note, Matt you are welcome anytime up here north of the border!! And of course a huge thank you to Bede and June for having us there and being so welcoming.

Jared Wilson





Sunshine State Volvo Club will be hosting the 2017 VCOA National Rally and is seeking 'Expressions of Interest' for the event. To assist with planning it is vital we have an idea of numbers of participants who wish to attend. Please provide your details on the form below and forward it to the Event Secretary at the address below with a deposit of \$50. Alternatively you can email your details and pay your deposit via Paypal or Direct Deposit to the club account.

WHEN : 5TH -7TH May 2017

WHERE : Warwick - a city with a long history, having been settled circa 1842 mainly by the Leslie brothers after Alan Cunningham's discovery of the area. Come & discover!

ACCOMMODATION : Warwick has a range of motels, hotels, B&B's, caravan parks. The present listing of these from the Southern Downs Tourist Information will be sent to you on receipt of your expression of interest.

FOR FURTHER INFORMATION contact us at: rally2017@ssvc.org.au

Direct Debit
Sunshine State Volvo Club Inc.
Heritage Bank
BSB: 638-080
Acc. No. 13513370

Pay Pal
paypal@ssvc.org.au

Cheque and Completed Forms
J. DEMPSTER
8 Talinga St
Toowoomba 4350
or via email to rally2017@ssvc.org.au

Entrant Name/s: _____
Address: _____
Contact Number: _____
Email: _____
Proposed vehicle: _____

SUNSHINE STATE VOLVO CLUB INC MEMBERSHIP APPLICATION

- ☐ New Application ☐ Renewal
☐ Adult ☐ Concession ☐ Associate



First Name: Surname:
Member you are associated with..... (associate membership only)
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
\$30 for Students and Pensioners
\$20 Associate Members

For all membership enquiries please contact:
Estelle Dempster Rob Eldridge
Membership Secretary President
(07) 4659 9774 0428 038 859
membership@ssvc.org.au president@ssvc.org.au

Your Car(s) Details:

Model	Year	Colour	Reg No	Additional Information

I / We wish to apply for New / Renewal membership of the Sunshine State Volvo Club Inc.

Signature Dated:

Payment Options:

- Post a Cheque / Money Order to the Club Secretary at the address below
- Pay by Cash to the Club Secretary
- Pay by Paypal paypal@ssvc.org.au
- Direct Deposit to the Club account. (Heritage Bank)
Sunshine State Volvo Club Inc.
BSB: 638-070,
Acc. 13513370
Please use your name as a reference.

Please post this form to:

SUNSHINE STATE VOLVO CLUB,
8 TALINGA ST
Toowoomba, QLD 4350.

or alternatively email it to membership@ssvc.org.au

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

One of Ours:

The Volvo 242GT is fast becoming a rare site on Australian and for that matter Inter-national roads. Priced from new at around double the price of a Holden Commodore, they were never a common sight in the first place. Exact production numbers are debatable but the truth is they are few and far between these days.

When released in late 1978 they introduced the 2.3L version of Valvos relatively new OHC redblock engine, this was coupled to an M46 4spd+OD transmission or optional BW35 Automatic, the earlier making for quite a brisk performing vehicle.

Australian GTs all came in the same colour combination, silver with orange/black stripes and unique corduroy black interior, the seats and dash carrying the theme with orange/red stripes. Black paint was available in some overseas markets. Some later vehicles were delivered by local dealers with two-tone black on silver paint, these cars often having the US spec quad rectangular headlights fitted also.

The 242GT certainly left a legacy with many of its features becoming standard fitment in later production Valvos including engine, transmission, suspension... even styling cues such as the blacked out window frames.

Jared Wilson purchased his 242GT about 4 years ago from a family member "My parents had a 244 when I was young but this car is really to blame for my interest in Valvos", "Truth be told I have never owned a more reliable car and the feeling I get from driving Bjorn (yes I named him) is second to none. I have never got out of this car without a smile!!"

The car is near original, with the exception of a suspension drop and a couple of period accessories. "He was perfect in my eyes when I got him, he's original!! I have been proud to show him in his original form for some time but have recently decided to really embrace his "Ratty" look."

Jared has many stories to tell about this car, from the massive hole in the exhaust the day before leaving for the national rally in 2015 to walking into a toilet and walking out to a family taking photos with it. "My favourite story is the first time I drove him. My cousin had decided to sell up. He did give me first dibs but I was a little anti-Valvo. Not even a minute into the drive I agreed to buy the car. I have never looked back and love this car with an absolute passion."

There aren't too many future plans for this car other than to let it age gracefully. Although Jared often speaks of the possibility of one day doing some suspension upgrades or maybe fitting a turbo 740 engine, he is adamant about keeping all of the original parts so that the option is always there to return it to standard.

"A car can only be truly original once, and that is what my car is. I love the patina, it tells the story of the cars life, every dent, every scratch, the attempted polish mark on the boot lid. When money allows I'll probably re-clear the car but I know I'll own this car for my future kids to enjoy (what kids my mum asks....) Bjorn is the perfect car to me and I will always stand proud when he's on show, plus it's damn cool to just cruise in!!!!"

Rob Eldridge



Owner: Jared Wilson

Vehicle: 1979 242GT
2 door Sedan

Engine: 2300cc B230 I4

Trans: M46 4-spd manual + OD

Colour: Standard GT
Silver/Orange with Patina

Interior: Standard GT
Black Corduroy / Vinyl with
Orange/Red Highlights

Wheels: Standard GT
14 inch turbines

Mods: Exterior Aged to Perfection

Dropped

Sunvisor (at times)

Roofrack (at times)



Volvo 1800-120 Club

Celebrating our thirtieth anniversary

March / April 2016



Terry and Gaye Carey 122S - Brisbane

Inside

- * 30th Birthday Hunter Valley update
- * Allen Edwards Remembers
- * Living with Simon
- * 123GT Restoration Update



Torben Toft 1800S - Sydney



Volvo 1800-120 Club Australia Inc.

P.O.Box 6522 Tweed Heads South NSW 2486 - phone 07 5524 7158
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Peer Skaarup
peer@glitcarcentre.com.au

Committee Members

Maida Skaarup & Jeff Turner

Membership

Joining fee \$5.00
 Annual Membership \$35.00
 Download membership form from Club web-
 site or email Secretary

Life Members: Kevin & Margaret Greenaway

President's Report

Has anyone taken a moment to consider the issue of the styling of a Volvo 1800 or 120?

Well of course, you might say, but I am not talking about this from a purely emotional or aesthetic point of view (and even I get emotional about their styling), but from the intellectual. The 1800 was designed by Pelle Petersen, and the 120 by Jan Wilksgaard, who went on the design the 140/160, 240/260, 740/760 and even the 850. You may not know, however, that he also styled the 1800ES.

The point of all this is that today, obviously, these cars are downright good looking and unique. Even in their day they were distinctive. The closest thing I can think of to a P1800 is an Aston Martin DB4. Look at the pictures - close but quite distinct.



Volvo 1800



Aston Martin DB4

Likewise, a 122 versus an MG Magnette.



Volvo 122S



MG Magnette



Club Grille Badge \$30.00 inc. p&p
 Key Ring \$10.00 inc. p&p
 Buy Both @ \$40.00 inc. p&p



Volvo Car Clubs of Australia
 \$40.00 inc. p&p



Volvo 1800-120 Club Australia Inc.

But if you look at the new S90, is it really distinguishable from a Hyundai Genesis? Or can you tell the new XC90 from a BMW X5? Who thinks a V40 looks like a Ford Focus? Volvos are not the stand outs they were back in the 60s and 70s. But then, neither is any other brand. (well except perhaps for a Ferrari!!!)



Volvo S90



Hyundai Genesis

Is it any wonder then, that our cars are head turning and eye catching in this day and age? This is part of what owning a classic Volvo is all about - enjoying the individuality. This is why the demand for our cars is on the up. When you factor in the rugged and sound level of Volvo quality and engineering, they make excellent cars to enjoy, and to buy.

The best way then to really get the full measure of the awesome classic styling will be to join us on 9th to 11th September 2016 for the 30th anniversary of this club in Cessnock. Bring along your Volvo 1800/120 and be part of the festivities.



We also have a number of events lined up during the year. The best thing to do is to join our Facebook group online (<https://www.facebook.com/groups/106118209514221/>), or consult our website <http://volvo1800-120club.com> to keep up to date with latest events.

I look forward to seeing you soon.



Until next time, Volvo for Life!

Robert Bakker

Email: robert@rblawyers.com.au

Mobile: 0417 588 411

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:.....

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 Temperature Gauges and Clocks**

Volvo 1800-120 Club *Australia*

30th Birthday Bash at the Hunter Valley NSW
Fri 9th, Sat 10th & Sun 11th September 2016



The Main venue for our celebrations will be at **Potters Hotel Brewery Resort** (5 minutes from Cessnock)

Weekend Program:

Friday: meet, greet and eat (dinner at Potters Resort).

Saturday: drive to & visit the NEW Gosford Classic Car Museum, dinner at Potters Resort.

Sunday: show 'n' shine display, then presentation dinner at the Potters Resort.

Monday morning: breakfast, then we bid farewell.

Potters Hotel Brewery Resort

We have secured 40 rooms at Potters Hotel Brewery Resort, Wine Country Dr, Nulkaba, Hunter Valley

To reserve your room, email: info@pottershbr.com.au or phone: (02) 4991 7922

The booking is for **Fri 9th, Sat 10th & Sun 11th September 2016**

They have quoted us \$470 for the 3 nights (\$157 per night, per double room)

The three night package includes:

Continental Breakfast daily

45 minute Tour of a Microbrewery with Tasting

A Bottle of Wine on arrival – Per Room

You will be required to pay a deposit of \$157 being 1 night's accommodation.

Potters will only accept a 3 night booking, but the following accommodation will accept 1, 2 or 3 nights

Cessnock Motel, Cessnock (02) 4990 2699

Cumberland Motor Inn, Cessnock (02) 4990 6633

BIG4 Holiday & Caravan Park, Cessnock (02) 4990 2573

Please email us details of chosen accommodation.

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

Registration forms will be emailed out as soon as we have finalised the cost of meals and entrance fees.

However I suggest that you **book your accommodation** if you're definitely going to join us for this special event.



Brisbane photo shoot 1987

Allen Edwards recalls

Here is some background to the first gathering of Volvo 1800s at JC Slaughter Falls on 12 January 1986.

Heather and I had owned a number of Volvo 140s and 240s going back to 1971. I had since my teenage years been keen on motor vehicles. I had also decided that I would restore a car and had not decided which make or model to tackle. On a trip to Canberra in 1983 I had the opportunity to view a P1800 which was in the final stages of restoration. At that point the decision was made, I would restore a P1800, a Volvo and a sports car, what could be better. Things got better, there was a stripped out shell in the backyard and I was informed that it was mine for free if I wanted it, if not, it was going to the tip.

With the bodyshell back in Brisbane I decided that I needed to have access to other Volvo 1800s to assist in the restoration.

The annual Mothers' Day car display at Maclean's Bridge halfway between Brisbane and Beaudesert always featured a wide range of cars and was always well attended. I met Geoff Bernhagen and John Halling at Maclean's Bridge who both owned nice 1800s. Over the next couple of years at our annual pilgrimage to Maclean's Bridge we discussed the possibility of forming a club.

In 1985 we got a little more serious about the formation of a club and decided that we would test the waters. Initially, we decided that we should start collecting names and contact details of owners over a period of a couple of months. Then, depending on reactions of owners we would arrange a picnic/barbecue and if that went well we could progress to the next stage which was the formation of a club.

By the end of the year we had roughly a dozen names of owners so we decided that a picnic at JC Slaughter Falls on the 12th January, 86 would provide an opportunity to gauge interest. JC Slaughter Falls was a handy central location for Brisbane residents with good picnic facilities and it was during the holiday season.

This first outing is etched in my memory. We arrived at the picnic venue early to claim the spot, it was an extremely hot summers day. It was exciting to watch as each car arrived, the number of spectators grew as those owners then crowded around and waited for the next car to come into view. We had ten cars and it was a great sociable day. People enjoyed each others company and they enjoyed comparing and talking cars. .

Everyone was enthusiastic about doing this again and we now had more people offering to search out 1800 owners. I think that this was because the existing car clubs did not cater for the Volvo 1800s.

The JC Slaughter Falls outing was the catalyst, it was so enjoyable from a social perspective that people came away with a positive outlook on the benefits of a car club.

The decision to form a club was made at Bribie Island in June 86.

Photos Kevin Greenaway



Continued next page →

Volvo 1800-120 Club events for 2016

March Sunday 20th 2016 – New South Wales get together @ Greyhound Social Club, Yagoona at 10am. The Volvo club of NSW & our club are sharing this event.

A few club members from South East Queensland and Northern NSW will be joining us.

RSVP by 10th March to secretary@volvo1800-120club.com

April Sunday 10th 2016 - Club 30th anniversary in Brisbane @ John Scott Park, Station Street, Samford Village. You need to let Gavin know whether you're bringing your 1800 or 120 or both!

We are organising a photo shoot. Meet in Station Street 7.30 to 8am

BYO picnic or eat at one of the many cafes nearby.

RSVP 1st April to Gavin gavinjanson@yahoo.com.au

May Sunday 22nd 2016 - Macleans Bridge Sports & Classic Car Display

@ Queensland Rifle Association, Old Cleveland Road, Belmont.

RSVP by May 7th Email Gavin gavinjanson@yahoo.com.au

August Sunday 28th – Neil Summerson's Classic Day @ Peak Crossing.

Please RSVP by 7th August to Neil nesjas@bigpond.net.au

September Fri 9th, Sat 10th & Sun 11th 2016 The Hunter Valley NSW - 30th Birthday Bash

A special event for all 1800 & 120 owners – non members welcome

Please register your interest with Vicki secretary@volvo1800-120club.com

October Sunday 16th - AGM

May 2017 - Oodnadatta Challenge - Perth to Sydney - more information as it comes to hand

OODNADATTA
Challenge

King George Square display



The King George Square display was the start of a big day for The Volvo 1800 Car Owners Association. The display in King George Square was the first in a trilogy of events for the day. The Committee at the time was very focused on expanding the membership and the club beyond just the Brisbane area. It was recognised that the Club could benefit from Brisbane's promotion of the "EXPO 88" event. What better way to promote The Volvo 1800 Car Owners Association than a display in the heart of Brisbane City.

The Committee contacted Brisbane City Council and the Swedish Consulate and arrangements were agreed for the display to go ahead with the Swedish Consul in attendance. This was on the basis that The Volvo 1800 Car Owners Association was an Australia wide club and that the Club would promote EXPO 88 with photos and articles. The display in King George Square attracted a lot of public attention. Twenty Volvo 1800s parked in front of City Hall in the centre of Brisbane did not go unnoticed.

On completion of the display in King George Square, the cars were driven to an area in front of the EXPO 88 Building in South Brisbane where they were photographed with the EXPO 88 Building and signage in the background.

When we finished at the EXPO 88 site we drove to a picnic area under the Storey Bridge for a picnic lunch. More photographs and a time to socialise before heading home.

The Committee put considerable effort into locating cars and contacting owners because of the importance of the day and the opportunity to gain publicity. The day was a great success and I believe that it greatly enhanced the Club's already strong foundation.



Mr Toby Stodart was a Brisbane businessman, as well as the Honorary Swedish Consul. Seen here with his wife Kay and Margaret Greenaway 1987



VEHICLE PROFILE *by Robert Bakker*

<u>VEHICLE :</u>	1800S (1963)
<u>OWNER:</u>	FRANK JELL
<u>CHASSIS :</u>	7996
<u>ENGINE TYPE:</u>	B18
<u>TYPE:</u>	18335 HB
<u>COLOUR :</u>	019 (BLACK)
<u>UPHOLSTERY:</u>	305 (Red Vinyl)



As we sat around chatting at Corowa, May 2013, George Minassian reported on a 1963 P1800S that had seen better days.

"Ebony", as she became affectionately known, now resides with SWMBO's father, Mr Frank Jell.

However, all was not well with her at first. She sat in a disassembled state for over 13 years in a storage shed in Newcastle. Over the years, her owner had intended to restore her to her former glory, but along the way, something happened. A number of parts were also mislaid, not the least of which was most of the engine's internals! We, at least, had the original block!



The delightful Jeff Turner and myself headed to Newcastle one weekend to recover Ebony from her slumber. Many thanks go out to this wonderful man for his help.

Over the ensuing months, parts laying around in my shed gathering dust/rust were deposited into her resulting in a gleaming black beauty. The pistons and crank from another B18 I had acquired over the years was used. Brakes were sourced from similar scrap

metal from one of my cupboards and the booster was sourced from bits from here and there.

She now lives a very pampered existence at Narangba (north of Brisbane) with Frank's other classics including a 67 MGB, some Harleys, a Morris, a Studebaker and even an Austin 7!

I get to see her occasionally.



She will be making an appearance at the photo day on April 10, so come along and see her for yourself!!

LIVING WITH SIMON

BY GARY & WENDY MAHER

There might be one or two of you who don't know why we call our 1800 'Simon', so for both of you, we'll explain. A 1960s TV detective called Simon Templar, known as 'The Saint', drove a P1800, hence ours is called 'Simon' – OK?

One of our other car clubs, the Thoroughbred Sports Car Club regularly organises long trips around NSW, interstate & even overseas (we rent cars for the latter) and this year they chose Tasmania for the major activity. The broad plan was to drive to Melbourne, put our cars onto the 'Spirit of Tasmania', travel anti-clockwise around the island, then back onto the boat and drive back to Sydney – all in thirteen days.

The club President and his wife had surveyed the whole trip earlier in the year and booked all the accommodation, dinners, guided tours, some lunch venues and even morning tea stops at some 'special' places. Nineteen assorted classics ranging from a 1957 Alfa Romeo Spider through a gaggle of Jaguars, Aston Martins, Mercedes and Porsches - right up to a later model Nissan Skyline and one lone Volvo 1800 made up the group. We met at Sally's Corner Service Centre, Sutton Forest, on the last Sunday in October and headed down the Hume Highway to Albury. We didn't 'convoy' but sort of made up little groups that kept changing and that was the way it worked for the whole trip. 'Simon' kept up with the V12 and turbo cars and a couple of the 'ignorant' types were stunned to learn, after a couple of days following us or us following them (closely) that the Volvo was only 1800cc, push rods, no turbo.

One of the drawbacks of the 1800 is its huge boot – one tends to fill it. Due to Tassie's variable weather we packed everything from swimmers to snow boots. We also had Gary's comprehensive tool box and, because there have been previous electrical issues with this car on long trips, he included a generator, a regulator and a battery charger. Oh, yes, there were a few bottles of our favourite reds & whites for happy hour – which this club celebrates every evening at 5.30pm. So heavily loaded up were we that on a few occasions driving over dips on back roads, the mud flaps hit the ground – hard.

Living in and out of the 1800 for 13 days proved to be much better than we had expected – the seats were comfortable for the long hours of driving – especially to and from Melbourne. Access was a bit of a problem for Wendy who has knee issues and was made worse by the fact that the doors don't stay open properly. Gary had made a little foot rest which kept her comfortable and steady especially during some sections of his 'spirited driving' on several of the 'Targa Tasmania' roads like the famous Mt Elephant Pass. Provided that everything was unpacked then re-packed in the same order every time, it worked well. Despite the fact that the back seat was removed, left at home and the back was then folded down, we only had jackets inside the car – unlike the E Type Jaguar & one of the Astins.

The motor performed faultlessly in spite of Gary's heavy right foot – particularly on the winding roads on the west coast and it only needed 300 mls of oil at Hobart – it didn't need any when we arrived home. We averaged around 9 litres / 100 klms with fairly hard driving – often over mountainous roads.

We took a couple of days to work our way across the top of Tasmania and down the west coast on fabulous challenging 'drivers' roads then from Queenstown across to Hobart. One of the sights we took in on that road at Derwent Bridge was 'The Wall' – a massive work in progress timer carving of the local history – a 'must see' if you're heading that way. Google it!

We stayed four nights in Hobart doing days trips – Cadburys, MONA Art gallery (forget it), Huon valley, Mt Wellington and Port Arthur. It was on this last trip that we noticed a funny smell from the engine bay and guessed it might be that inevitable bit of oil that finds its way onto a hot spot and so we pressed on. However, when we returned to our hotel I opened the bonnet and got this 'acid' smell and a hissing noise was coming from the battery. The ends of the battery were also bulging outwards and it was quite hot. The RACT came quickly and after testing the battery and recording over 20 volts being pumped in, diagnosed a faulty regulator. He was staggered that I carried a spare and happily fitted it and sold me new battery. Problem solved! However, we now have to find another spare, second-hand, original Bosch – forget about

Volvo 1800-120 Club Australia Inc.

the new copies from Taiwan – they don't last, even if they work from new. I'd really like to fit an alternator, as I have in our 122 but it's a bit tricky on the B18 engine.

We were much busier on the east coast and through the midlands – lunching at nice wineries and cafes with great views. We also visited the Baskerville & Symonds Plains racing circuits – even managed a few 'hot laps' at Baskerville then took in what is left of the Longford Circuit with a visit to the Lex Davidson Bar. At Ross we saw the fine old buildings and visited Ian Cummins' (the Jaguar King) 'Autohaus' where he staples an enviable huge collection of cars and in Launceston we saw a 'National Motor Museum' – a bit disappointing. On the last day we worked our way back to Devonport taking in many more sights on the way.

We left the boat in Melbourne at 6.45am, fought our way through Friday morning peak traffic and arrived at our North Richmond (NSW) home at 4.15pm - 9½ hours including two stops. It was a great experience, totalling 3,946 klms. Even if for two over 70 year olds living with 'Simon' for thirteen days was a challenge, it was none the less most enjoyable.

Gary & Wendy Maher



'Simon' outside the Hotel in Ross, Tasmania.



On the road from Strahan to Queenstown.



'Simon' at the top of Mt Wellington in Hobart.



'Simon' on the Baskerville race track

Jeff Turner's 123GT Restoration Update



Hi George,

Here are some words which I hope will be suitable for publishing in Rolling, also some photos.

This month I have an experience to share regarding the rubber seals, associated with the triangular glass behind the "B" pillar. When I removed them from the car they were in a marvellous condition, this in a car 48 years old, "stored" outdoors for some years. They are soft and have a smooth surface. I have treated them with a coating of silicone grease, they really are just like new.

I found the first one returned to the car very difficult to replace, I used a thin cord in the groove, looped out at intervals, just working around, pulling the rubber into place. The bottom front corner was very awkward, it took me an hour to get that in. When that frame was in I banged it all into place (gently) with a rubber mallet to achieve a satisfactory result, then refitted the window.

A more convenient approach is as follows.

Begin at the rear acute angle, make sure it is very firmly in place, as far back as it can go.

Work forward on the upper curved arm, using the cord as before, it helps to swing the cord in a circle to pull the rubber gasket across the metal edge of the opening, at the front (right angle) corner, little trouble will be encountered getting this into place, continue until most of the vertical section is in.

Then return to the rear corner, now moving forward, work the rubber across the opening with the cord, it will become increasingly difficult as the front corner is approached, as the section fits so well.

The length of the lower arm can be shortened by LIFTING it in the middle, not much is required, take care not to exceed the elastic limit of the metal insert in the rubber. The cord will now pull the corner into place. This method took about 20 minutes!!!

I have included some before and after photos, it helps me sometimes to revisit the old photos, it gives encouragement to see how far I have progressed. The 2 photos of the right rear quarter, are the same car just a year apart, and after a deal of effort!!!

I am still enthusiastic.

Jeff Turner



ROBERT'S REHAB RANT

The dreaded words she doesn't want to hear - "I'm going to look at this car..."

But do you know what you are getting yourself in for in buying a Volvo 1800/120?

TIP 1 - Know the car you are going to look at. Have you ever purchased one of these before? If mechanics is not your strength, consider taking along a knowledgeable friend, one who knows the weaknesses of your chosen one. It's no good to read about the car on the internet, unless you know how to use your in-built OBD scanners (senses) when examining the potential lump. The big issue will be bodywork and rust for something now 50 + years old.

TIP 2 - How much is this thing worth? I, for one, will never pay more for a car than I think it is worth in its current condition. How often do you see a car for sale that needs \$10k spent, but it's only valued at \$2-3k below the market. Should you factor in the cost of labour if you can't do the work yourself? What are the parts going to cost? Do you know what it will cost to do what is needed?

TIP 3 - You must make full disclosure to SWMBO. This goes without saying! There would be nothing worse than the new lump arriving in the driveway, but that's also where she throws your pillow and blanket. (Uh SWMBO formulates this article and is curious why Robert is ALWAYS failing this tip!)

TIP 4 - Do you have the room/accommodation for the car? You must have undercover secure storage for the project/object of lust. There is nothing worse for an old car than being exposed at length to the elements.

TIP 5 - Shop around for insurance. Some insurance is not all it's cracked up to be. What is the claim history of your insurer like? A very good reason that some insurance today is cheap is because the insurer doesn't pay claims! Get advice and recommendation from the club.

TIP 6 - If your lovely is a project, how long is it going to take to finish? Can you stand to have it sitting there for months/years knowing it needs work? Or is this part of the fun for you?

TIP 7 - Set yourself a budget for repairs. It would be no good to get into the project and run out of the readies!! Your loss may be someone else's gain in such a case!

TIP 8 - Do you have all the tools you need? Sometimes, we need special tools. I have even bought a tool that I need to do one small part of a job. Otherwise, you are completely stuck and can't move on.

TIP 9 - For goodness' sake, don't buy the car on a whim! Buy the car if you love it. Don't let it languish in your shed, unloved and forgotten. Sell it to someone who will enjoy it!!

(BTW just as a little Post Note, I only started writing these articles because no one else at that stage had. I am a true Volvo enthusiast – not just one Marque of Volvo, but of all Volvos (although my beloved 1800 is referred to as my girlfriend). I don't just buy and play with old cars, my family drives only Volvo's nothing else – old and new! That makes us a little unique in any car club. Just thought it was worth mentioning)

FLEET OWNERS PROFILE *by Robert Bakker*

VEHICLES : 242GT Turbo (1980)
240 (1985)
240 (1987)
850 T-5R (1995)
940 GLE (1993)

OWNER : **ANTHONY HYDE**

CITY: **Canberra**



I dare say there would be few of you who do not know the name Anthony Hyde. Anthony is well known for his tech knowledge of Volvos especially the 242GT Turbo race car he has developed.

immaculate 850s you will see and is obviously pampered by Anthony.



Anthony was first won over to Volvo by a white '80 244GL with man O/D. He was impressed with its refinement, dynamics and comfort. These are still good cars to drive even today, so who could blame him?

I am pleased to report that Anthony attends to his own servicing on the 240s, but leaves the 850 to the dealer. He also is a big fan of Volvo OEM parts due to their quality and long life.

His fav Volvo currently is the Turbo. Although I haven't seen the car, it sounds from talking to Anthony like a very well sorted bit of kit - very fast and quite a surprise on the track to "non-Volvo" peeps.

Anthony is an enthusiastic participant in motorsport, of course with his GT. He has even developed some other cars for people. It gives him a nice feeling when others look under the bonnet of his car, in amazement.

The 87 240 is used as a "runabout", and does good service looking after Meg's pottery needs! It is a tough car! The 85 240 steers as straight as any Anthony has seen.

The accompanying shots show Anthony's 240s and his GT in anger. The 850 still looks this good as I saw it only recently.

Not surprisingly, the 850 serves as his capable long distance cruise car. This is one of the most

Although Anthony did not give me details, I will assume that the fleet lives in a nice shed/garage at his home with wife Meg.

Once a year, Anthony travels up to my part of the world and we catch up. Keep up the good work, Anthony!

Volvo Car Club of NSW Inc.

President's Patter 2016 # 2



We have had a great start to 2016 and the premier event would have to have been our first monthly meeting. What a great night – I think the crowd stopped just short of 40 members, many of whom had also arrived early and had dinner using the rejuvenated facilities at our meeting club.

We had a fun night catching up with everyone and swapping bits and pieces – there are always a few members with car parts and or some other item of interest – it is a great social event.

As part of the Club's process of moving ahead in 2016 the committee – read treasurer - has approved the purchase of 2 x 3metre tall teardrop style flags and the production of new car badges.

The success of the spray jackets at the National Rally has led the committee to consider further items of apparel for club members. My first thoughts go to us having National Apparel – yep – a common

set of jacket, polo shirt and cap or hat (?) for Volvo Clubs Australia – there is already a badge!

The economy of scale would make the process most viable. Then a major event could be recognized as a patch that goes onto the jacket – like the organisers do at Targa Tassie.

Definitely food for thought?

One of the very pleasing roles of the Club President is that you get to recognize particular persons who have made a particularly noticeable contribution to the club's functioning.

The 'main event' of 2015 was of course the National Rally. Now it is well documented that many club members made more than just a normal effort toward making the event the success that it was.

There is a very long list of members who gave their time and effort to the event.

Our recognition of individual contribution is in the first instance is The President's Trophy for their contribution to the club and The Bob McSweeney Trophy for service to the club.

It was my distinct pleasure to nominate Boyd & Karen Symington as the recipients of the President's Trophy and Mike Watts (and I am sure Maria helped) as the recipient of the Bob McSweeney trophy.

Boyd and Karen went 'above and beyond' by approaching local businesses as well as recognized names for sponsorship for some contribution to our rally. Mike brought us the "100 Club" as a fundraiser. These were personal initiatives that helped raise funds as well as members having a bit of fun.

I am sure all members congratulate the recipients of the awards – but in saying this once again we must remember that many, many members contributed to the event so what I needed to do was look at individuals' initiative.

I don't believe that we should be starting another year without once again recognizing the fantastic work involved in putting together the amazing issues of our 'ROLLING' magazine.

I encourage all members to look for or create articles for the magazine.

Footnote – just in case you were wondering. Yes "*The Cream Machine*" is very close to finishing – if a project is ever finished. It is waiting to go back to Wally's Paint and Panel to have a few rough bits of paintwork fixed and the entire car buffed. By way of note "*The Cream Machine*" as it henceforth will be known garnered a substantial quantum of admiring comments at its recent exposition at the Australia Day 'CARnival' in Parramatta. By way of note it was parked up next to the "Red Rod" – kind of doesn't do it for me. Actually that is 'Red Rods' as there were two of them and close by was SVEN – "The Banana Car" or "Yellow Peril" – whichever you prefer.

Many of the attending automobile cognoscenti were very complimentary toward the unique code 97 yellow colour. – Just thought you might like to know!!

See you on the highways of life – just don't crash into me.

Ted Warner

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Volvo Car Club of NSW Inc.

Committee 2016

**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.



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	info@volvodownunder.com.au
122 series	Ted Warner	9521 8204	tw@firstneon.com.au
	Gerry Lister	02 9499 6666	info@volvodownunder.com.au
140 Series	Gerry Lister	02 9499 6666	info@volvodownunder.com.au
160 Series	Gerry Lister	02 9499 6666	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

Social

Observation Run

Sunday 10th April 2016
From Sublime Point Kiosk departing 10am
(more details to come closer to the event)



National Motoring Heritage Day (CMC)

Berry Showground
Sunday 15th May 2016



Christmas in July

15th & 16th July
Titania Motel in Oberon



Shannons Sydney Classic (CMC)

Sunday August 14th 2016



The Club has purchased 30 tickets for this event. Please let me know ASAP if you intend to come along. Entry fee is \$20.

1800/120 Club 30th Birthday Bash - Terrigal

Friday 9th to Sunday 11th September



Christmas Party

Saturday 26th November 2016
Venue to be advised



Christmas in July at the Titania Motel in Oberon



A booking has been made at the Titania Motel in Oberon for our Christmas in July celebrations. So keep the weekend of 16th July free folks. At that time of year there is a possibility we will see some snow so pack warm.

We have booked 13 rooms with an option for 2 or 3 more if needed. They are all queens or doubles.

"I'm dreaming of a White Christmas " might be a possible theme - so everyone has to come in white gear - ?? We will be sending out more details closer to the event.

Fiat Car Club Motorkhanas

It's been a while since the club has attended the Fiat Motorkhanas at Ansell Park, near Richmond RAAF Base.

If you haven't been to one you should give it a try. It's loads of fun and you are competing for a trophy. There is a Junior category as well. Anyone from the age of 12 years old can compete on an off-road licence which is obtained from CAMS. There is small cost involved. If you have juniors 12 years and older now's the time to start them learning how to drive. They are paired with an experienced driver (NOT FAMILY) and taught to handle a vehicle AND a responsible attitude to driving on our roads. When it's time for your young ones go for a full licence they will have a good head start and be much more confident during the process. So, it's something too think about folks.

The dates for the Fiat Car Club Motorkhanas are as below:

Sunday 31st July

Sunday 28th August

Sunday 13th November

**Motorkhanas are held at
Ansell Park,
Cnr Richmond Rd and Percival Street,
Richmond (across from
Richmond RAAF Base)
Access is from Percival Street
8:30am arrival to register.**



On a lighter note.....by Jules

English from around the world as a second language

In a Bangkok Temple:

IT IS FORBIDDEN TO ENTER A WOMAN, EVEN A FOREIGNER, IF DRESSED AS A MAN.

Cocktail Lounge, Norway:

LADIES ARE REQUESTED NOT TO HAVE CHILDREN IN THE BAR.

Doctor's Office, Rome:

SPECIALIST IN WOMEN AND OTHER DISEASES.

Dry Cleaners, Bangkok:

DROP YOUR TROUSERS HERE FOR THE BEST RESULTS.

A Nairobi Restaurant:

CUSTOMERS, WHO FIND OUR WAITRESSES RUDE, OUGHT TO SEE THE MANAGER.

On the main road to Mombasa, leaving Nairobi:

TAKE NOTICE: WHEN THIS SIGN IS UNDER WATER, THIS ROAD IS IMPASSABLE.

On a poster at Kencom:

ARE YOU AN ADULT THAT CANNOT READ? IF SO, WE CAN HELP.

In a City restaurant:

OPEN SEVEN DAYS A WEEK AND WEEKENDS.

In a Cemetery:

PERSONS ARE PROHIBITED FROM PICKING FLOWERS, FROM ANY BUT THEIR OWN GRAVES.

Tokyo hotel's rules and regulations:

GUESTS ARE REQUESTED NOT TO SMOKE, OR DO OTHER DISGUSTING BEHAVIOURS, IN BED.

On the menu of a Swiss Restaurant:

OUR WINES LEAVE YOU NOTHING TO HOPE FOR.

In a Tokyo Bar:

SPECIAL COCKTAILS FOR THE LADIES WITH NUTS.

Hotel, Yugoslavia:

THE FLATTENING OF UNDERWEAR WITH PLEASURE IS THE JOB OF THE CHAMBERMAID.

Hotel, Japan:

YOU ARE INVITED TO TAKE ADVANTAGE OF THE CHAMBERMAID.

In the lobby of a Moscow Hotel, across from a Russian Orthodox Monastery:

YOU ARE WELCOME TO VISIT THE CEMETERY, WHERE FAMOUS RUSSIAN AND SOVIET COMPOSERS, ARTISTS, AND WRITERS ARE BURIED DAILY, EXCEPT THURSDAY.

A sign posted in Germany's Black Forest:

IT IS STRICTLY FORBIDDEN ON OUR BLACK FOREST CAMPING SITE, THAT PEOPLE OF DIFFERENT SEX, FOR INSTANCE, MEN AND WOMEN, LIVE TOGETHER IN ONE TENT, UNLESS THEY ARE MARRIED WITH EACH OTHER FOR THIS PURPOSE.

Hotel, Zurich:

BECAUSE OF THE IMPROPRIETY OF ENTERTAINING GUESTS OF THE OPPOSITE SEX IN THE BEDROOM, IT IS SUGGESTED THAT THE LOBBY BE USED FOR THIS PURPOSE.

Advertisement for donkey rides, Thailand:

WOULD YOU LIKE TO RIDE ON YOUR OWN ASS?

Airline ticket office, Copenhagen:

WE TAKE YOUR BAGS AND SEND THEM IN ALL DIRECTIONS.

A Laundry in Rome:

LADIES, LEAVE YOUR CLOTHES HERE AND THEN SPEND THE AFTERNOON HAVING A GOOD TIME.

And finally, the all-time classic, Seen in an Abu Dhabi Souk shop window:

IF THE FRONT IS CLOSED, PLEASE ENTER THROUGH MY BACKSIDE

To Dear Kerrie,
This page wouldn't be possible without you.
Thanks mate.
Jules



A man asked a fairy to make him desirable & irresistible to all women. She turned him into a credit card! :)



A friend is someone you call when you need bail money, but your Best Friend is sitting right there beside you saying "The party's not over until the mugshots are taken"

The first testicular guard, the "Cup," was used in Hockey in 1874 and the first helmet was used in 1974.

That means it only took 100 years for men to realize that their brain is also important.

Ladies.....Quit Laughing.

I drank so much **WINE** last night, when I walked across the dance floor to get another glass, I won the **DANCE** COMPETITION!

National Motoring Heritage Day

A Tribute to Australia's Motoring Heritage

Sunday, 15th May 2016



Local Events:

- Motorlife Museum, Kembla Grange
- Berry Showground, Berry
- Sydney Harbour National Park, Georges Heights
- Campbelltown Steam & Machinery Museum, Menangle
- Museum of Fire, Penrith
- Wentworth Falls Lake
- Central Coast venue TBA



Council of Motor Clubs Presents The Shannons Sydney Classic



Find us on
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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**



Expression of Interest

CMC – Route 66 - 2017

Come and join us on Route 66 - August 2017 -
Around 26 days coach tour New York to Los Angeles, taking in
New York, Niagara Falls, Detroit, Woodward Dream Cruise, Route
66, Grand Canyon, Las Vegas & Los Angeles

Visiting museums, local city tours, and everything in between.

Pricing is very rough at the moment as we are still designing this fantastic
tour.

Land tour is about \$7,500 per person twin share, plus air fares.
Accommodation includes breakfast. Single Supplement about \$2,700.

If you are thinking about joining us please return this form by email or
ring me for snail mail. This will assist with planning and pricing quotes.

It's essential that we have some idea of numbers ASAP so that planning
can go ahead so, PLEASE let us know whether you're thinking about
coming as soon as you can.

Thanks.

Name/s: _____

Address: _____

Suburb: _____ State: _____ Post Code: _____

Phone: _____ Mobile: _____ Email: _____

For more information please contact Lynelle

tic@ticauto.com.au or Mobile 0422 513 256.

I will forward details as they become available.

Lynelle Titcume

CMC Committee - Tour Coordinator.

Self Drive options are being investigated.

For more information please contact Lynelle

tic@ticauto.com.au or Mobile 0422 513 256.

I will forward details as they become available.

Lynelle Titcume

CMC Committee - Tour Coordinator.



*Lynelle is always looking for new ideas for tours. Please
feel free to contact her if you can contribute.*

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!

1986 360 GLT Owned, garaged and well looked after since 1996. 127,000 km. No known rust. On full NSW rego, has no known



faults and is a delight to drive. Reluctant sale. Seeking sensible and realistic offers for this rare vehicle. Phone Brian on 03-6424-6717 or email briantout19@outlook.com. Car currently located in Tasmania.

1978 244 GL Very original, about 100000km. 4 cylinder fuel-injected engine which runs very well. Fuel system reconditioned recently (tank cleaned; new pumps; new filters) and new radiator in November. Original paint, upholstery, etc., some of which does show its age. Tow bar. Tyres have less than 3000km on them. Never been in an accident. Garaged



in E Kew its entire life. Owned from new by current owner's mother and father - and hard to part with. Maintained and serviced regularly throughout its life, it is registered and insured in Victoria. The car can be viewed from February 2-15, 2016. Price: \$2000 ono without RWC. Contact Jim 0419936420 or email J.Macbeth@murdoch.edu.au

2001 S60 T5 AUTO Expressions of interest for this car, statutory write off therefore cannot be registered. 168K klms (Sydney south). Suitable for parts or repaired for motorsport use. Damage confined to n/s/f rail, n/s/f guard, bonnet and h/light only. Stunning Talon body kit and 18" Enkei wheels with good tyres. Rear deck spoiler, Side skirts, front apron w/- aux lights, Enkei EKM3 Black/Red stripe 18" X 7" with good tyres. Offers around \$1800



considered or parts by negotiation. For more pics pls call. Kevin Allen, 0425 371 886, email Rider2pillion@gmail.com

4X 15" X 6" WHEELS rims to suit 700/900 cars. Free to Volvo enthusiast. Pick up -



Bangor, Sydney. Kevin Allen, 0425 371 886, email rider2pillion@gmail.com

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

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.

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

1998 C70 COUPE Tidy car. 180,xxx km. 4sp Auto. Good tyres. All servicing up to date. SA Reg until 11/02/16. Only selling to maintain marital bliss. \$6500 ono. Steve Coombe,



Murray Bridge. Email: steve.coombe@hotmail.com Mobile: 0408 442 428

240 ON GAS WITH REGO The car is running gas and is registered to approx. June. \$2k was spent on rego last year. Price is negotiable,



please contact John (selling on behalf of Ailsa) on 0435152652 or 53486704 for more details.

NUMBER PLATES Add the final touch to your project 122 by adding a set of personalised plates "ONE 22". First time available in 25



years. For \$1,500 you can keep them as they are, or for a small fee to Qld Transport you can have them remade in a colour that suits your car. Please call Linton on 07 3359 6818.

EIKER (POLARIS REPLICA) WHEELS Brand new eikers / polaris rims for sale. Factory option for the 200, 700, and 900 series cars. They are 5x108 bolt pattern, 65.1mm CB, and have an offset of 20. This allows them to bolt on to RWD Volvos with no spacers or adapters. They are available in 17x7.5 (\$1,550)



and 18x7.5. Contact Michael on 0404 063 907 or email maland@iprimus.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 \$50 for Adult/Family and \$25 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 (\$50)</p> <p>() Student (\$25)</p> <p>() Pensioner (\$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

Queensland

Austral Volvo	Fortitude Valley	773 Ann St	4006	1300 798 055	australvolvo.com.au
Sunshine Volvo	Southport	179 Nerang Rd	4215	07 5509 7100	sunshinevolvo.com.au
Volvo Cars Sunshine Coast	Currimundi	686-692 Nicklin Way	4551	07 5493 8311	volvocarssc.com.au
Volvo Cars Toowoomba	Toowoomba	Cnr James St & Anzac Ave	4350	07 4690 2375	volvocarstoowoomba.com.au
Tony Ireland Volvo Cars	Garbutt	54 Duckworth Street	4814	07 4726 7700	tonyirelandvolvo.com.au
Mark Dodge Motors	Cairns	112 Buchan St	4870	07 4035 3566	markdodge.com.au

New South Wales

Volvo Cars Sydney	Leichhardt	563 Parramatta Road	2040	02 9509 0999	volvocarssydney.com.au
Scuderia Veloce Volvo Cars	Lindfield	283 Pacific Highway	2070	1300 703 659	svmvolvo.com.au
Volvo Cars Mosman	Mosman	576 Military Road	2070	02 89687800	volvocarsmosman.com.au
Volvo Cars Parramatta	Parramatta	58 Church St	2150	02 9841 4127	volvocarsparramatta.com.au
Peter Warren Volvo Cars	Warwick Farm	13 Hume Highway	2170	02 9828 8125	peterwarrenvolvo.com.au
Purnell Volvo	Blakehurst	990 King Georges Rd	2221	02 8558 7000	purnellmotors.com.au
McCarrolls Volvo Cars	Wickham	10 Dangar St	2293	1300 140 610	mccarrollsvolvo.com.au
Woodleys Volvo	Tamworth	2010 Marius St	2340	02 6763 1500	woodleysvolvo.com.au
Bellbowrie Volvo	Coffs Harbour	Cnr Pacific Hwy & Halls Rd	2450	02 6656 8700	bellbowrievolvo.com.au
Allan Mackay Volvo Cars	Moss Vale	243-245 Argyle St	2577	02 4869 1100	allanmackayvolvo.com.au
John Davis Volvo	Orange	32- 38 Bathurst Rd	2800	02 6362 0966	johndavisvolvo.com.au
Riverina Volvo Cars	Wagga Wagga	42-52 Dobney Avenue	2650	02 6932 6611	jasonvolvocars.com.au
Annlyn Motors	Penrith	93 - 99 York Rd	2750	02 4722 9900	annlynmotors.com.au

Australian Capital Territory

Rolfe Volvo	Philip	29 Botany St	2606	02 6208 4500	rolfevolvo.com.au
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Victoria

Silverstone Volvo	Doncaster	591 Doncaster Rd	3108	03 9840 8868	silverstonevolvo.com.au
Volvo Cars Bilia South Yarra	South Yarra	441 Malvern Rd	3141	03 8080 2828	biliavolvo.com.au
Volvo Cars Altitude Brighton	Bentleigh	913 Nepean Highway	3204	03 9576 5399	volvocarsbrighton.com.au
Melbourne City Volvo	Port Melbourne	351 Ingles St	3207	03 9684 1070	melbournecityvolvo.com.au
Rex Gorell Volvo	Geelong	212 - 224 Latrobe Terrace	3220	03 5244 6222	rexgorellvolvo.com.au

Tasmania

Performance Automobiles	Hobart	281 - 301 Argyle St	7000	03 6210 7000	performanceautomobiles.com.au
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South Australia

Solitaire Volvo	Parkside	46-52 Glen Osmond Road	5063	1300 657 880	solitairevolvo.com.au
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Western Australia

Premier Motors	Osborne Park	393 Scarborough Beach Rd	6017	08 9443 1133	premiervolvo.com.au
Barbagallo Volvo	Cannington	1286-1288 Albany Hwy	6107	08 9231 9777	barbagallo.com.au

Northern Territory

Darwin Volvo	Stuart Park	34 Stuart Highway	0820	08 8946 4444	ntautogroup.com.au
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If undeliverable, please return to:

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

Rolling Australia

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