

ROLLING

A U S T R A L I A

NO. 235 NOVEMBER AND DECEMBER 2017



NATIONAL MAGAZINE FOR: THE VOLVO CLUBS OF VICTORIA, NEW SOUTH WALES, SOUTH AUSTRALIA, THE SUNSHINE STATE AND THE 1800/120 CLUB OF AUSTRALIA

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Rolling Australia November-December 2017, Issue 235

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

Published and distributed by:
Volvo Club of Victoria Inc.
ABN 91 899 239 301
PO Box 3011, Moorabbin East, VIC 3189
www.volvovic.org.au

Deadline for Submissions
Next deadline is 10 December 2017.

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Front cover: Scene from the Bay to Birdwood, photograph Gerard Gowans
Back cover: On the way to the Bay to Birdwood, photograph Kevin Holden

Volvo Club of Victoria Noticeboard

November

1 Nov - Night Meeting, 8PM. Trivia Night with Dion Nowatzky. Shannons Limited, 40 Corporate Drive, Heatherton.

11-12 Nov - Sandown Historics. The club will have a display celebrating 90 years of Volvos. Please contact Heino (0425 705 045) for passes if you would like to participate. Cost is Drivers \$10 for weekend pass and Passengers \$15 per day or \$25 for the weekend. Parade laps are only on the Saturday and you must register at the Shannons Marquee.

Sun 26 Nov - "Country" Christmas lunch. MotoBean Cafe Malmsbury. A delicious Christmas lunch will be prepared by the MotoBean Cafe for club members. 12:00 sitting for 12:30 lunch. \$25.00 per person including beverages (reduced cost subsidised by the club). Door prizes for everyone and Display Day trophies presented for country members. You must RSVP to Heino Nowatzky (0425 705 045) by the 17th of November if you wish to attend.

December

Sat 2 Dec - Safety Check Day at Voldat Automotive (46 Roberna St, Moorabbin). From 9 AM to 1 PM. Come and get your car checked over by the professionals at Voldat. First come, first served. Free coffee & biscuits. Large selection of new and used Volvo parts. Contact John Johnson (03-9553-1091) for more information.

Weds 6 Dec - Night Meeting, and Christmas BBQ. Shannons Limited, 40 Corporate Drive, Heatherton. We will organise either a BBQ or Pizzas and soft drinks for the night. Starting at 7pm. This is in place of the meeting at Voldat (due to access and parking issues at Voldat). This is not a formal meeting but an informal get together with food and soft drinks.

Sun 17 Dec - Christmas lunch and awards presentation . The Bentleigh Club - 12:00 sitting for 12:30 lunch. 33 Yawla St, Bentleigh VIC. We'll have our own room for a three-course specialty Christmas lunch of soup, trio of traditional meats (turkey, pork, ham) with roast veggies, and plum pudding for dessert. Tea, coffee and soft drinks provided; bar available. \$25 per person (reduced cost subsidised by the club), cash only at the door. Display Day trophy presentations; door prizes for everyone! You must RSVP to John Johnson (03-9553-1091) by the 8th of December if you wish to attend.

Sat 30 Dec. Possible date for car display to coincide with the Volvo Ocean Race in Port Melbourne. Details not confirmed as we go to press. Check the webpage, Facebook page or contact Heino Nowatzky (0425 705 045) for an update.

NO NIGHT MEETING IN JANUARY - HAPPY NEW YEAR!



Volvos go for gold at Malmsbury CFA day



President's prattle

CHRISTMAS AND HOLIDAYS

We are fast approaching the end of 2017 and it has certainly been an interesting and fun year for not only the Victorian Club but all the Volvo Clubs in Australia. A National Rally, numerous events supporting 90 years of Volvo and an intrepid group from the Netherlands driving old Volvos around Australia. We have a few events to go including the Sandown Historics on 11th and 12th November with Volvo as a featured marque and I have been given a heads up that the Volvo around the World Yacht Race will be in Melbourne from the 27th December until the 2nd January. The organisers are formulating plans and as they are not completed at this stage we are going to miss the magazine deadline but please look in on our website and Facebook page for any information about supporting this event.

Our Christmas parties have been planned and details are in this magazine. Please book and turn up if you have booked. It costs the Club and the businesses money if you don't turn up. The Christmas parties are an opportunity to gather with fellow Volvo Club members, enjoy good food and take home some raffle prizes as well. Also this year we will be holding the end of year night meeting at Shannons not Voldat. Don't worry if you forget it's only around the corner so you won't miss out. It will not be a normal night meeting but instead we will have the same arrangements as previous years at Voldat with a BBQ and drinks. The facilities at Shannons are much better and we don't have concerns with parking so it will be a little bit more relaxed for all

plus John won't need to scrub the workshop floors. The Voldat Tune up day is still as per normal with details in this magazine.

A case of you don't know until you ask presented itself a little while ago regarding the Bay to Birdwood Classic event. When the registrations webpage opened it did not have Volvo nor any of the Volvo Clubs listed and I sent a nice email to Pauline Renner from the organising committee. This was the first year for on-line registrations and they copied data from the 2016 Bay to Birdwood which was for Veteran and Vintage cars so no Volvos were listed. Anyway she called me and we had a bit of banter (the usual Volvo jokes) and I mentioned it was 90 Years of Volvo. Well that led to the offer of being a featured marque which was gratefully accepted. There will be a number of articles in this magazine on that event so I have no need to say anything more other than it was a fitting centre stage event to celebrate 90 years of Volvo. In the article written by Doug Miller, a first time Bay to Birdwood attendee, he mentions that the Volvo people did not dress in attire of the period of their cars. Take another look; this was the first year that the GT's and 262C's plus 240's up to 1981 were eligible and totally uncoordinated and unplanned most of us turned up proudly in our old Volvo R Sport jackets. What else would the discerning Volvo 242GT driver wear in 1980's?

A couple of unfortunate events occurred at the end of the Ozvolvo National Rally, held in Benella in October. Three young and decent guys from Tasmania

were injured in an accident on the Hume Fwy. The location of the accident has recently claimed a number of lives so the fact that they all survived with minor injuries is testament to their Volvo's strength. But it also reminds us to be more vigilant when we are in unfamiliar locations. Please take extra care out there. The second event was a catastrophic and frightening tyre blowout at speed on the Hume Fwy. We are all guilty of running our classic sparingly and the tyres, while they look good and have plenty of tread, may be quite a few years old (in this case at least 15 years old). This is no reflection on the owner as I know I have been in the same situation but another recent accident with a MG ended in a fatality. Please check your tyres and if you are unsure ask your mechanic or tyre dealer to check them for you. Do not embark on a long, sustained high speed interstate run with old tyres. Tyres are cheap, your life and the life of those with you is not.

With all this politically correct stuff running around references to Christmas are being removed and this is sad. Christmas is traditionally a time for all to relax, catch up with family and friends and overindulge in food and drink. There are no hidden agendas, plots to convert the multitudes or secret handshakes attributed to the message when I wish you all A Very Merry Christmas and a Wonderful New Year. Stay safe, stay well and I look forward to seeing you all in 2018.

Heino Nowatzky
President

Welcome new members
as at 17th August

- Ray & Fran Byrnes (242GT)
- Courtney & Bronwyn Carthy (240GL)
- Martin Andersson (V70R)
- Dane Morrissy (142S)
- Paul Reading & Kate Rasmussen (145)
- Joe & Sue Coad (XC60)
- Stephen Andrews & Kari Peters (940GLE)
- John & Sue Corbet (Ford Capri)

Your membership

As of 12th October we had 321 financial members and 11 members who are un-financial, bringing our total member count to 332. If you are unsure of your membership expiry date, please look at the details above your address printed on the fly sheet inserted with your most recent club magazine. PLEASE BE SURE WE HAVE YOUR CURRENT EMAIL ADDRESS ON FILE as membership forms will be emailed to all members about a month before your membership is due. Please review your details and return the form with your payment, or if you pay via direct deposit, you can email me any changes. Be sure to put your name and membership number in the direct deposit transaction description so we know where the money is coming from! If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401-713-595 or email greg.sievert@gmail.com.

If you wish to pay via bank deposit, the bank details are below. \$50 general membership or \$25 student/pensioner.

Acct Name: Volvo Club of Victoria

BSB: 063 564

Acct No: 10014322

Your Membership and
the Victorian Club Permit
Scheme:

Be aware that VicRoads are now requiring that any car put on the club permit scheme must have a compliance plate date that is 25 years + 1 month prior to the date of application for a club plate. So if your car turns 25 this year, don't try to put it on club plates until the month after the compliance plate "birthday".

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! ALSO PLEASE NOTE: When you put a new car on club plates, you must let Greg Sievert know the car details and plate number. Email me (greg.sievert@gmail.com), call (0401 713 595) or post any updates to the club PO box.

The following Committee members can sign VicRoads Club Permit renewal forms: Heino Nowatzky, John Johnson & Greg Sievert.

Treasurer's report

The club's bank balance on 12th October was \$11,181.37. For any questions about the club's finances, please contact Rod Shearman on 0468 362 144 or email club_treasurer@yahoo.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.

OzVolvo Nationals - Benalla

Greig Sievert (a.k.a. carnut222 on ozvolvo.org)

A number of Volvo Club of Victoria members attended the OzVolvo Nationals (organised by ozvolvo.org) during the weekend of the 7-8 October in Benalla, VIC. The main event was a BBQ and car display at the showgrounds featuring a good selection of cars spanning from 144s through to the moderns. Of course the 240s had a large showing, with the stand-outs being a supercharged V8-powered beige sedan, and Jared Wilson's "rat rod" 242GT from Queensland. Volvo Club of Victoria members were well-represented in the trophy stakes (and the trophies were really cool laser-cut steel discs with the image of a Volvo - hand-made!) Mark Hoffmann took best 240 with his blue GLE of course! Mark Iceton got best wagon for the 240 hearse, as well as taking the 3/4/7/9 class with his red 740T. Jay Kenneally took the XC class with his XC70. Pria Crow took the "moderns" class with his S60R. Sorry I may have missed some as I didn't write down all the winners, but full coverage and much better pics than mine can be seen at ozvolvo.org or on the OzVolvo Facebook page. In the evening we attended the dinner at the golf club restaurant, where it was good to meet some of the interstate OzVolvo members. On the Sunday there was a visit to Winton Raceway and the Ned Kelly Museum in Glenrowan, which we didn't attend due to other commitments. Thank you to James Ducker and his crew for organising an enjoyable event - we look forward to attending future events.



Volvo 242GT and 262C Register

Lance Phillips

The Bay to Birdwood Classic is over for another 2 years. Once again, a top event [See Doug Miller's Report] with the added bonus of eligibility lifted to 12/81. This meant the 242GT and 262C could enter so in conjunction with Craig Rasmussen we ensured a good representation on the day. Robert Bakker 1800/120 Club and 242GT owner was my passenger for trip over which was a pleasure as always. Robert has made the trip down from Queensland numerous times for this event.

A few minor issues affected the Vic Club members on way over but nothing major thankfully.

7 x 242GTs and a 262C were displayed with a good cross section of other models.

The bonus GT was that of Harry Franke from the NSW south coast Car Club. His Club made the run into a holiday visiting various places along the route. They were spotted at the Holden Museum in Trafalgar by Doug/ Kevin and Len on a recce for a future event.

David Bennett's GT was only finished prior to the event -top effort.

Craig and I were very pleased with the turnout.

Craig Rasmussen	242GT S.A. Club
David Bennett	242GT S.A. Club
Michael Bombardieri	242 GT S.A. Club
Heino Nowatzky	242GT Vic Club
Glen McAliece	242GT Vic Club
Lance Phillips	242GT Vic Club
Harry Franke	242GT NSW
Doug Miller	262C Vic Club



VOLVOS FEATURE MARQUE AT THE BAY TO BIRDWOOD 2017 CLASSIC

Doug Miller with photos by Gerard Gowans, Kevin Holden

The Bay to Birdwood 2017 Classic was run on September 24th, for vehicles built between January 1956 and December 1981, this year coinciding with the Volvo Club of Victoria (VCofV) celebrating 90 years of continuous production of Volvo cars from 1927. The organising committee of the Bay to Birdwood recognised this significant milestone through Volvo being a feature marque for 2017 and with a history of Volvo production, prepared by Heino Nowatzky, in the official program. The VCofV, with the Volvo Car Club of South Australia (VCCSA), were determined to make the 2017 Bay to Birdwood a memorable event.

Eight cars from the VCofV (see participants below) travelled to Adelaide to be part of the 22 Volvo cars participating in the event. There was a spread of Volvos from a 1962 (PV544) to 1980 (several 242GTs) with participating cars and Volvo Club members from Victoria, South Australia, New South Wales and Queensland.

For most of our Club members, the journey to Adelaide started on the Friday morning for the 800km run in convoy from Melbourne to Adelaide. All of us had carefully prepared our cars for the journey, but alas, a few mechanical niggles occurred, but all were managed and diagnosed on-route and we all safely arrived in Adelaide early Friday evening.

Saturday provided the opportunity for some Club members to visit sites of interest in Adelaide, while others, who had experienced those mechanical niggles on the trip over, could be found at Craig Rasmussen's house (Craig is the Secretary of the VCCSA) using their combined skills and knowledge to address those mechanical niggles.

Later on Saturday afternoon some Club members had the opportunity to visit Michael Bennett's "Volv of Adelaide" workshop and Craig's impressive car storage and workshop. Thanks Craig for your assistance and the use of your garage and equipment. Saturday at Craig's demonstrated why we get involved with car clubs – to support each other!



Club members from the Victorian and South Australian Volvo Clubs joined for what has become a traditional combined Clubs dinner on the Saturday evening, this year at the Adelaide Sailing Club – a great chance to catch up with interstate friends and meet new friends with a passion for Volvos.

Sunday morning was an early start, with the 1750 participating cars in the Bay to Birdwood 2017 Classic invited to convene at West Beach, Glenelg from 6:00am for the 60km run to Birdwood. As Volvo was a feature marque, we got dedicated parking both at the start and the finish at Birdwood, and an early group departure from West Beach. The 22 Volvos looked great departing West Beach, travelling through the Adelaide CBD to the Adelaide Hills and on to Birdwood, the home of the National Car Museum. The enthusiasm of spectators along the route to Birdwood was contagious, with plenty of hand waves in return from the Volvo drivers and passengers.

On arrival at the grounds of the National Car Museum Volvos were parked as a group in a central location, close to the main stage and within an easy stroll to view the vast display of classic cars. Due to our early arrival at Birdwood, there was plenty of time to look at the cars and check out the exhibits in the National Car Museum.

As part of the Bay to Birdwood, participants are encouraged to “dress in the era represented by their car”. There was a record entry for the fashions in the field, so there were lots of memories of the attire and music of earlier eras, which added to the spectacle – however, it was hard to find a Volvo enthusiasts dressing to the era, but some were seen tapping their feet to the live music!

As a first-timer in the Bay to Birdwood, my expectations were high based on feedback from Club members who have participated in previous events – I was not disappointed! The drive to and from Adelaide, the run through the Adelaide Hills to Birdwood, the National Car Museum and its grounds with over 1700 cars on display, the enthusiasm of all participants and the comradery of Volvo Club members from around Australia - I now know why some Club members do it over and over again.

Participants - Volvo Club of Victoria

- 122S: Walter, Sandra & Gerard Gowans
- 242GT: Lance Phillips (with Robert Bakker)
- 144: Len Ward
- 242GT: Heino, Chris & Dion Nowatzky
- 122S: John Grant (with Allan Long)
- 262C : Doug Miller (with Kevin Holden)
- 1800ES: Greg Sievert
- 242GT: Glen McAliece



Skeleton In The Closet

THE SECOND IN OUR SERIES REVEALING AUTOMOTIVE SECRETS OF CLUB MEMBERS: THIS MONTH IT IS THE STORY OF 'THE GREEN MACHINE'

Werner Golla

The year dad bought the car it was going onto 8 years old. He was retired, living alone in a country bungalow in the Western District of Victoria. He lived amongst a farming community, 27 km from the second oldest pub in Victoria at Yambuk on the Princes Hwy on the way to Portland. It all started at O. G. Robert's dealership in Mount Gambier. This particular green station wagon was a large, (build date February 1973) one of approximately 129,000 designed and built in Australia and the third generation of a popular Australian brand in competition with another popular Australian car. If you guessed it was Holden, no. Dad bought a true -blue Ford, except it was green. This model featured a design concept described as "coke bottle" shape. If you laid a Coke bottle on its side the silhouette of the Falcon XA resembled coke bottle. Designers looked at aeroplane fuselages and adopted the

sleek aerodynamic shape. They had already adopted fins on big American cars, even Mercedes Benz got into the act hence "the Finnie" model that made an appearance on Australian roads at that time. But all this does really not touch on why, in 2017, the Falcon is still road worthy and located in Mount Waverley under a car cover. This car has such sentimental value that far out reaches its collectability potential or monetary value. Dad suffered a stroke in November 1989 and was confined in a ward that doubled as an aged care centre in MacArthur hospital which incidentally is not all that far from dad's former residence. I would commute to visit him from Canberra and later Melbourne and take the trusty "green machine" with dad for a run to Portland, Heywood, Hamilton, Port Fairy all located within a 100 -km arc. There were many hours spent in quality time on these infrequent visits and some time

for reflection. Not once did the Falcon let us down, (it would have been most inconvenient and awkward to say the least), stranded on some country gravel road, miles from the nearest neighbour. Eventually, the car found its way to Melbourne where repairs/restoration took place. It became my daily drive into the city for work at Victoria Barracks. Admittedly petrol was under 60c per litre. Today the 4.1 litre, 250 lazy six would be rather more expensive to drive. The best way to describe the carrying capacity of the wagon, rear seat folded down would be cavernous. Tradesmen in the day had utilities or panel vans, the wagon was more than a match. Now days the XA gets an occasional run having served dad and I admirably and reliably since Sep 1980. Like a Faithful draft horse after a life of loyal toil, the XA rests at home in a special park area along more recent examples of Volvos. In good company.





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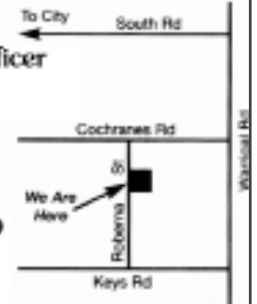
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Retro radio for true Amazon ambience

Since buying my 123GT I was not happy with the appearance of the modern radio/tape deck. I searched for an old radio from 1967 but found nothing. It probably would not have worked anyway.

Then I found Soundlabs – they supplied a RetroSound Laguna radio to suit a '122S / PV444 or PV544 from 1959 to 1970'. A modern radio with classic looks,

it works on AM and FM. There is a choice of faceplates and knobs. The pictures are of the old radio/tape deck, and the new Laguna unit.

I also removed the modern speakers and to my delight the original ones were underneath and still work, so that aspect is now back to original. Whilst the radio is not, it fits in well and makes the dash look great.

Anyone interested should contact Heather Edwards at Soundlabs – heather@soundlabsgroup.com.au or 0413 057272 / 02 48721553
Neil Whiteley



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SOUTH AUSTRALIAN CLUB NEWS



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HELLO FROM ADELAIDE

Greetings all, at last the warmer weather has returned, dormant plants come back to life, the days are longer and we can spend more time driving our classic cars.

Recently we had Dane and Geoff from this year's s%^tbox rally do a presentation at our general meeting / chicken n chips night, which was a great turn out. Our thanks to the Wildens for providing a great insight into the rally and the fundraising it provides.

The meeting also included a discussion about renewals and tardiness of late payers. It was agreed that the new member fee WILL BE APPLIED if a membership lapses, we hope this will help the administrative side of the club run more smoothly. Currently I am pleased to say that we have no members outstanding on the Club Rego scheme, THANK YOU all, in particular to the book keepers of the scheme, it is a time consuming task keeping it all in line.

A few weeks ago we participated in the Bay To Birdwood Classic that saw over 20 Volvo's on show and about another 5 members entered with non-Volvo cars.

I would like to thank all that made the effort to display their cars on the day. I'm really proud of the turnout we had. A special thank you also to Heino of the Victorian Club for putting in the leg work that resulted in us being a featured marque at this event. We were treated to a great spot for our display, included in the first few groups to leave on the run and provided us the chance to show other attendees and participants just how impressive Volvo's are.

Whilst on the subject of all things B2B, the Concours D'LeMons was held the day prior, Doug Miller (Vic Club member) came away with a win for his 262c, and our own Mark Standen won a gong for his Datto! (complete with Nanna's falsies on the dash) - WELL DONE GUYS.

Keep an eye out for emails of our events, the calendar is updated regularly, and when emailed, all amendments are made to the attached file. You need to open each events email to ensure you have all relevant info. Until next edition,

Amazons For Life
Chris



Welcome New Members:

Maria Korps - 78 245L, Rodney Giffen - 79 244GL,
David Keane - 72 1800E, Tony Fuller - 82 264GLE,
Eva Calvaresi - 82 240GLE, Michael Pearce - 77 HZ Wgn,
Peter & Lyndal Gibson - 15 S60 T5, Mark Werner - 84 240GL

EVENTS CALENDAR

OCT 29th Sunday : Cars & Coffee Adelaide

8:00am - Blackwood Woolworths car park
- enter off Coromandel Parade.

A free event that runs from 8am-10am. After that it's a 2 min. trip down Main Rd to the Bake Bakery (shop 1/401 Main Rd) Coromandel Valley for morning tea. There is both indoor and outdoor seating there.

Then to Strathalbyn via Acklands Hill road, Longwood road, to Mylor then Echunga. (map will be printed on the day). Lunch at Strathalbyn, make sure you have your own chair, full tank of petrol etc.

Nov 4th Saturday : Finch Restorations Tour & Christmas Lunch

9:00am - meet at Gill Tce car park, Glen Osmond. Short drive to Finch Restorations, 17 Oborn Rd, Mt Barker (approx. 1 hr tour). Then on to Wallis Auchendarroch House & Tavern - 17 Adelaide Rd, Mt Barker for Christmas Luncheon.

\$40 per person, must be paid in full with your RSVP - numbers required ASAP.

Nov 10th Friday : General Meeting

7:30pm - CCC Club Rooms, Clark Ave, Glandore.
Film night. RVSP required.

Nov 18th Saturday : Christmas Pageant

Nov 26th Sunday : All Euro Day - Wigley Reserve, Glenelg

9:00am - meet at Skate Park car park, Africaine Rd, West Beach.

Display from 10am to 3pm, joint Saab / Volvo event. RSVP required - as well as **online entry form** and \$20 fee for the event. Goto: www.alleuroday.com.au

Nov 18th Saturday : Christmas Pageant

RSVP's required for ALL events

Please call or email Chris Allen (chris_allen120@yahoo.com.au) and / or Peter Williams (petewill42@gmail.com) by the date specified for each event. Event updates also distributed by email. Please advise Chris Allen or Craig Rasmussen if you are not receiving emails or require contact via another method.

From all in the Volvo Club Car Club of SA -

Merry Christmas and keep safe throughout the festive season.

– Bay to Birdwood Classic –
23rd September 2017





– Bay to Birdwood Classic –
23rd September 2017

Photos by Craig, Symon, Lance & Ken

– Interesting 240 Tales from the Track –



Jim Emmett
0428 221 154

I am enjoying track time with my flying brick and like all projects with a limited budget, picking priorities is part of the game. It is interesting the popular chase for what often seems like lottery win power outputs and I envy those racers who can rationalize later model Japanese turbo power or LSx engine swaps in early cars. I like to keep roughly “in-period” with my definitely 1980s era turbobrick. With the 161 car, I keep it light and nimble .. an old fashioned formula .. and it pays off out there on the track. Driveability is important when in traffic.

It took some persuading from Mark Petch, but I recently removed the heavy rear sway bar, expecting massive changes to the cars balance. Not so. It has made the car much more supple and flexible in driving and hardly affected balance at all. Coming from driving well tied down road cars, I never would have tried this. I had removed the rear bar off my first built 242GT Turbo (1989) to help its driveability in the wet and found it a bit ho hum, so the most I was looking at was to build some adjustment into the rear bar. But it's not needed at all. I might get a little more roll, but she just sits down on that back wheel and goes hard especially on the faster corners. Mark has also sent through info on the late 80s rear suspension upgrade to improve the geometry on what is understandably the weak link in a 240. I look forward to trying that in the over Christmas upgrades.

The 240 is noticeably quicker than many comparable competitors through the quick stuff and I am looking to build on that with more progressive breakaway, plus improve getting the power down out of the slow corners. .. then maybe it's time to increase the boost ☺





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Sunshine State Volvo Club



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ssvc.org.au
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clubrego@ssvc.org.au

Welcome to our new members

Mark Boundy
Neil Summerson

Total Membership

87

A Note From Our President

Well another year has come and gone, This was undeniably a big one for SSVC. I seem to go on about the rally a lot but it is something I believe we should all be proud of. I also encourage all members to start making plans to attend the next one over Easter 2019 in Tamworth. I am sure further information will start floating around in due course or you can contact the 1800-120 club for more information.

Our 2017 AGM has been and gone, I would like to congratulate the committee members and support role holders on a fantastic year and for their appointment this year, we would not be the club we are without your valuable time and effort.

A quick reminder to those who have not yet renewed their membership. Please do so asap to ensure you continue to receive your Rolling magazine.

I would also like to take the opportunity to wish all members a merry Christmas and a happy new year. I hope 2017 was everything you wished it would be and I hope the start to 2018 is safe and prosperous one.

The Supercheap Auto Bathurst 1000 was held a few weeks back and as usual (despite the distinct lack of Volvo's) is one of the highlights of me year. As expected the mountain is a tough one to conquer and raceday proved that no matter how close you get, it is not over till it is over.

The GRM team performed well but luck didn't go their way in the end. Scott McLaughlin proved just how amazing his qualifying form is with an incredible Lap Record 2.03.831 in the top 10 shootout, too bad the race didn't go his way. Who knows what the outcome would have been had he still had an S60 strapped underneath him... we can only wonder.

Catch you next time.

Cheers

Rob Eldridge
President



Membership News

At this time of the year member counting has been an active activity as renewal decisions have been made by members.

We have welcomed two new members since the last report. Their membership numbers are 90 and 91 but sadly these numbers do not reflect the actual club member number. As with all clubs members will leave for various reasons but our retention is still strong. Club members, numbers 1-7 all celebrated a 3 year membership birthday on 14th October. Mathematically this means that our club has averaged 30 members per year.

Some adjustment was made in fees for this current year bringing SSVC in line with other clubs and off-setting postage costs. We have been able to continue to offer a concession fee for students and seniors. It was a pleasure to see one of the original student concession members now graduating to paying a full membership – this means end of study and a job. Congratulations!

Estelle Dempster

SSVC Events Calendar

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

Committee Meetings are held on the first Saturday of every second month , all members are welcome to attend.
Please contact us or visit our facebook page for further information

October	20—22	Vodafone Gold Coast 600 at Surfers Paradise As usual SSVC will have a presence at the GC600, please see supercars.com for details For more information see our website, facebook or contact Jared.
	22	Coffee Run to Nebo Social Day, all welcome. For more information see our website, facebook or contact Jared.
November	5	Fish and Chips at Wellington Point Social Day Catch up at Wellington Point for a late lunch, family time and friendships. This will be followed by a cruise in our Volvos. This is an official Sunshine State Volvo Club event. all welcome. For more information see our website, facebook or contact Jared.
	5	Fernvale Car and Bike Show This is a SSVC supported event, please see the Fernvale Youth Inc. facebook page for details
	25	1800-120 Club Sixties Party/Christmas Breakup The 1800-120 Club of Australia have invited us to be a part of their Christmas Breakup/ Sixties Party All details have been emailed to members. If you need any further information please contact Jared.
December	3	SSVC Christmas Lunch 2017 Keep a look out for further details, Christmas lunch this year is at a yet to be disclosed location, it will of course be similar to our previous Christmas events that are always an enjoyable day.
January	26	Australia Day Event Keep a look out for further details, Planning of an Australia Day event to remember is underway. More info to follow...

+ More

visit ssvc.org.au/events



AGM Meeting of SSVC

Eventually after two postponements, the AGM was held at Coopers Plains on 15th October. Even so, the date still clashed with other events and numbers were low but apologies were high. Thanks to Dawn Claes for organising the venue.

As the club has grown and adjusted through 2017 and the National Rally, some consideration has been given to committee roles and non-committee roles. The resulting discussion and election has resulted in SSVC being lead thus:

Committee:

President : Rob Eldridge
Treasurer : Rob Ansell
Secretary : Travis McLaughlin
Events Coordinator : Jared Wilson

Non-committee Roles:

Assistant Events Coordinator : TBA
Webmaster : Jay Holland
Membership Officer : Estelle Dempster
Magazine Editor : Rob Eldridge
Dating Officer : Jared Wilson

The message from our AGM has clearly been that all members are able to make suggestions for events and assist in the running of them; that the three year turn-around of committee is fast approaching and that this club is a MEMBER'S club, member run.

Estelle Dempster



SSVC @ ozvolvo

The annual ozvolvo event was held down in Benella Victoria on the 1st weekend of October, featuring Volvo's from Tasmania, Victoria, New South Wales, South Australia and Queensland. The SSVC was represented by 4 members with Bob and Alexis from Katoomba there with a 144 and a S80 V8, Mike Beamish making the trek from QLD with his C70 and myself in my RAT242 GT.

Very fun day and a huge congrats to the Winners, myself included for Honorary Defect for the Rat.

Now as I only just got home from Victoria and I have quite the story to write I'm going to keep this small and come the next issue of rolling everything will be explained!!! As for me, the trip was just as big a story as the event itself. Prior to that, Thank you to James Ducker and the organisers of OzVolvo for another killer event!!

Bring on next year!!

Jared Wilson





Go Karting Rd 2

On the morning of Sunday, 24th of September, the birds were singing, the sun was shining and the chatter of the exhaust of the mighty Baz rang out across the land!! Today was the day the SSVC sorted out who could hold their own on the race track!!

Held at the Brisbane Slideways Go Karts, we hit the track hard for practice, most of us hitting the walls before we realised this was a track where drifting was key and to do as the name said, slide. Some mastered this quickly while others struggled with the technique.

By the time qualifying came around we all wanted to be number one. Many set their quickest lap early while others waited till that last dash to set a respectable time. Dan Rae was leading us all and it looked like he was not to be beat today.

Off the mark in race one and Ryan Skoarup hit the front with Dan in tow, the rest of us bumped for position. The fight for third was hard between myself and Rob Eldridge until I spun coming off the hill bringing the race to a sudden stop. I ended up slipping back to Sixth with Ryan across the line first and Dan a close second.

Race 2, the one that counts kicked off much the same as the first, Ryan hit the lead with Dan on his tail. I had a shocker and ended up at the back of the field having an awesome battle with Jimmy Clancy (who won the 1st karting event). We were bashing each other so much that we drew the attention of the official who I think came very close to kicking us both off the track.

At the end of the day Ryan was the victor while the rest of us were humbled. Stories of this day will be told to our kids for generations to come. Well at least that's how it felt coming off the track. Thank you to the members for coming out and supporting the day, it could not be as fun without you.

Jared Wilson



One of Ours:

The Volvo C70 was a big deal when it arrived in 1998, Volvos first coupe since the 780 (which we didn't see in Australia) and the first to run the famous 5 cyl engine and fwd platform. While the platform was produced in AWD form this sadly only made it into the wagon body shape on our shores and the odd S70 sedan for some overseas markets.

This particular car is one of my own, I have always had a soft spot for the C70 but was never excited about taking the plunge into a front driver. After some research and measuring I decided the conversion should be a relatively simple task and soon had myself a reasonably tidy T5 auto coupe.

The next step was sourcing a donor for the manual AWD conversion. A 98 V70 XC was purchased and the rest is history. Over the next few years the car has received a bunch of good bits and as is common amongst us enthusiast a lot more money spent on it than it should have had.

The car is fantastic to drive if a little inconvenient at times due to ride height and stiffness and puts a smile on my face every time I sit in it.

Is it finished? Probably not but I don't know that it ever will be, I think that is the point of something like this, forever changing, hopefully for the better.

If you are interested the full build thread with plenty of detail can be found on ozvolvo.org

I have been lucky enough to pick up a couple of awards for this car including one from the ozvolvo national meet 2015 and the VCOA National Rally earlier this year that take pride of place in my collection.

There is something very rewarding about getting recognition for something that has taken so much blood sweat and tears.

Rob Eldridge



Owner: Rob Eldridge
Vehicle: 1998 C70 T5 Coupe
Engine: 2300cc B5234T3
Trans: M58 5-spd Manual AWD
Colour: 426 Silver Metallic
Interior: Grey Leather / Alcantara
Wheels: Impul 19 x 9.5 wheels +40
(corrected to +25 front, -5 rear)

Mods: Ported cylinder head
6mm stem intake valves
NA cams
NA manifold and throttle body
K&N pod filter
S60R exhaust manifold
RSI 19T turbo, ARD billet comp wheel
Angle flange exhaust housing
Green Giant 42lb 440cc injectors
Walbro 255 pump
MSD Blaster SS coil
Delco TCV
ARD Custom ECU
IPD phenolic intake manifold spacer
Urethane upper mount
Reverse intercooler conversion
Silicone intercooler hoses
Aluminium front mount intercooler
Snabb intake
Custom 3 inch DP
3 inch exhaust
DVS carbon spark plug cover
Carbon throttle spool cover
M58 Manual AWD conversion
04' V70R angle gear.
850R single mass flywheel and dutch
Lowered V70R suspension, nivomat rear
DVS front strut brace
DVS XR5/S40V50 T5 320mm front
brake conversion
DVS (HEL) braided brake lines F&R
Rear lip spoiler
ABM headlamps
HID's
Headlamp eyebrows
Colour coded mirrors
Black XC grille and badges
SOYT window tint
V70R fatty steering wheel
V70R Blue face instrument cluster
Wood interior parts re-trimmed in
Carbonfibre wrap
Updated to 03-04 tail lights



Volvo 1800-120 Club

Celebrating our 31st anniversary

November/December 2017



Volvo 1800-120 Club Australia



A morning gathering of
eight 123GTs by the Brisbane River



Red, Dark Green and Pearl White 123GTs



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Committee Members

Gaye Carey, Ross Stephens
 Ian Beiers, Jeff Turner

Membership

Joining fee\$5.00
 Annual Membership\$40.00
*Download membership form from
 Club website or email Secretary*

Life Members: Kevin & Margaret Greenaway

President's Report

As I write this report, I am concerned about 2 issues that relate to our old cars.

Firstly, there has been a great shortage of old Volvos for sale in the last 12 months. This includes 144s, 240s and even 850s (not to mention 120/1800s). I can only assume that this means that the stocks of these cars have dried up, and that the crushers have seen plenty of the older "ordinary" Volvos of late as they become uneconomic to save.

It does not surprise me, as the ready availability of new buzz-boxes with their super-long warranty periods, cheap finance and weird-insect looks makes them very tempting to the average "non car guy" punter.

It's also possible that the old car is no longer relevant as there is no one left who can or will fix it!

Secondly, and following on from the first point, is when will pure electric vehicles be commonplace on our roads? In the not too distant future, I fear, as we see enormous advances finally being made in this area of technology.

I for one will be unimpressed by entering my new PEV, swiping the dash to motivate forward autonomously after it recognises my face, and travelling down the road to work for the day. Sounds like a completely uninvolved, boring way to travel.

But I digress.... Recently, in a rare event worldwide, EIGHT 123GTs got together for a photo shoot one Sunday morning. Real cars, real metal, no computers.....

Here is a sample of the pictures taken, for your enjoyment.



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





In late August, we also took part in a fantastic display of classic cars at Peak Crossing, courtesy of long time members Neil and Jenny Summerson. Many real cars were on display and the day was enjoyed by all.

I couldn't help but capture a few moments of the glory on video..... <https://youtu.be/-5yk4CaHPAE>

Sunday October 15 saw our AGM occur at the Grand View Hotel in Cleveland. The committee was re-elected as before. Welcome to Tony Forno who has also joined the team as a committee member. We have a great bunch in our executive who enjoy their cars, and their club. I must thank them for supporting me greatly.

As this is our last magazine for the year, I would like to wish you and your family a very Merry Christmas from me and my family. Stay safe over the holidays and enjoy driving your car.

Until next time, Volvo for Life!
Robert Bakker

Email: robert@rblawyers.com.au
Mobile: 0417 588 411



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Volvo National Rally 2019
Easter Weekend April 19th to 22nd 2019
Celebrating the 40th Anniversary of the 242GT

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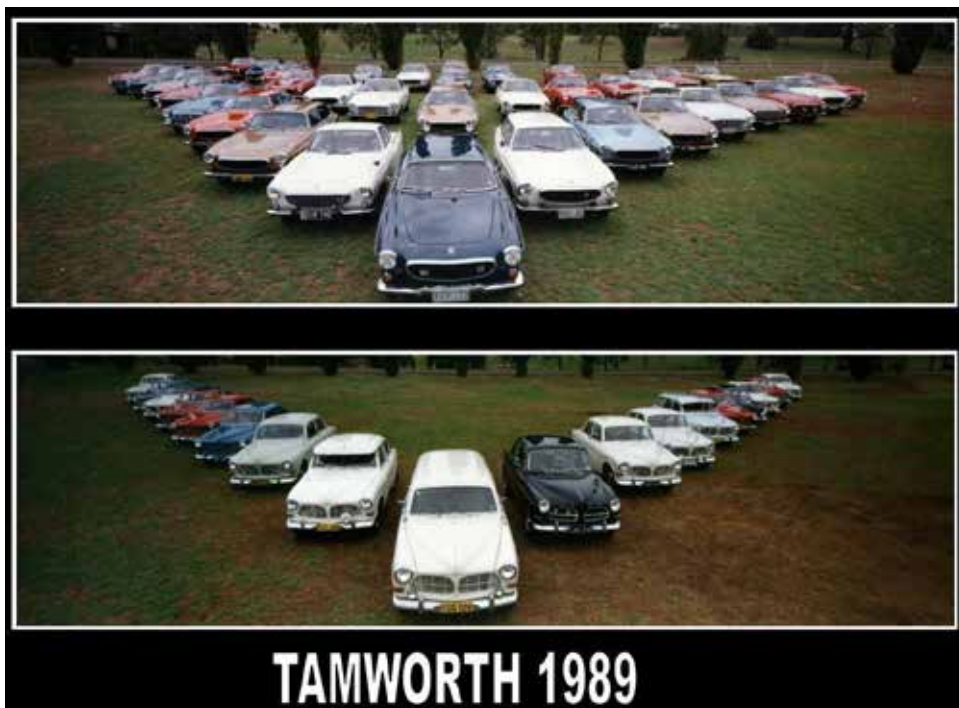
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Celebrating the 40th anniversary of the 242GT in Australia



Celebrating the 30th anniversary Tamworth Rally



ALL VOLVOS WELCOME

Volvo 1800-120 Club events for 2017

November Saturday 25th 2017 - Sixties Party/Christmas Breakup.

Put on your dancing shoes for a 6.00pm start.

Sixties Party/Christmas Party at St Johns Lutheran Church Hall, 24 Levington Rd, Eight Mile Plains.

Hope you will attend, great opportunity to catch up with other Volvo members.

\$30pp 3 course BBQ Dinner, Children \$15.

Please advise if you have any special dietary requirements. BYO Alcohol.

Payment by EFT to club bank account by 4th November at the latest

Volvo 1800 120 Club

National Australia Bank

BSB 082837 A/c 833499571

Reference 'your name'

Please email us as soon as payment is made to let us know that you are coming, how many people and that you have made the payment.

secretary@volvo1800-120club.com



YOU CANNOT just turn up on the day. We need to know numbers for catering.

January Saturday 20th 2018 - Dinner

Efes One Turkish Restaurant at 293 Sandgate Rd, Albion. More details will be emailed to Club members

Contact: gavinjanson@yahoo.com.au

February Saturday 24th 2018

Afternoon drive to Wynnum/Manly for fish & chips - email to follow



123GT Radio Upgrade *by Neil Whiteley*

Since buying my 123GT I was not happy with the appearance of the modern radio/tape deck. I searched for an old radio from 1967 but found nothing. It probably would not have worked anyway.

Then I found Soundlabs – they supplied a RetroSound Laguna radio to suit a '122S / PV444 or PV544 from 1959 to 1970'. A modern radio with classic looks, it works on AM and FM. There is a choice of faceplates and knobs. The pictures are of the old radio/tape deck, and the new Laguna unit.

I also removed the modern speakers and to my delight the original ones were underneath and still work, so that aspect is now back to original. Whilst the radio is not, it fits in well and makes the dash look great.

Anyone interested should contact Heather Edwards at Soundlabs – heather@soundlabsgroup.com.au or 0413 057272 / 02 48721553.



Bay to Birdwood 2017

(Or....Can a 1969 144 automatic outpace an 1800ES and a 242 GT?)

Yes, I decided for the 5th time to make the journey to Adelaide again for the 2017 Bay to Birdwood.

For those of you who haven't heard, this is the epic journey of 1750 classic cars from Glenelg, Adelaide (The Bay) to the Australian Motor Museum in Birdwood.

As usual, I travelled to Melbourne first, to enjoy the lovely drive over to Adelaide, as part of the experience.

My chauffeur for the day was Lance Phillips in his superb 1980 242GT (thanks again, Lance). Joining us were Len Ward, 1969 144 auto, Greg Sievert 1800 ES, and Heino, Dion and Chris Nowatsky in their 242GT. Doug Miller and Kevin Holden also kept us company in Doug's beautiful 262C.

I departed St Kilda at 7:45. Nhill for lunch, and I was checking into my motel in Glenelg by 6pm.

The next day, I caught up with an old friend now living in Adelaide, and in the afternoon it was over to Craig Rasmussen's place for some car talk.

On the big day, the onlooker numbers were a bit down, perhaps due to it being so cold. However, this didn't detract from the endless rows of old cars, some restored, some old and some still pristine and original (my favourite kind).

On the run home, we had a convoy of classic Volvos. Craig in front in his 242, followed by Len and I (me driving) in the 144, Greg in the ES, Lance in the 242.

We were stuck behind some oily old Audi for a while. Then the road opened up. Len speculated that Craig would shoot ahead. He was right. So it was up to me to wind up the old 144 to keep up. No problem, she handled like a dream, and I'm sure Greg and Lance had to pedal hard to keep the pace up!

Here's a video of the start- what an atmosphere! <https://youtu.be/y0xq6QAduBs>

Looking forward to the next one in 2019!

Volvo for life.....Robert Bakker



Volvo 1800-120 Club Australia Inc.



VEHICLE PROFILE *by Robert Bakker*

<u>VEHICLE :</u>	123GT (1968)
<u>OWNER :</u>	JEFF & PAM MOON (St George, QLD)
<u>REGO:</u>	133-KRZ
<u>CHASSIS:</u>	308577
<u>TYPE:</u>	133352p
<u>COLOUR :</u>	79-1 (WHITE)
<u>UPHOLSTERY:</u>	424-551 (RED VINYL)



Those of you with keen memories will recognise this vehicle from a previous Profile, some years ago.

The Moons have owned this car for many years now, and Jeff decided recently that she needed some sprucing up to return her to her former glory.

I was kindly invited to perform this task.

Over an approximately 2 month period, this car received quite a bit of attention.



Work performed included taking the engine out and giving the engine bay an 'engine bay makeover'. Whilst out, I ascertained that the clutch was worn so it was replaced, along with the slave cylinder and hose.

The water pump had excessive play and was noisy, so was replaced.

New shock absorbers all round, and new Yokohama tyres transformed the car's feel on the road.

Some body work was carried out to repair a small section of rust, and to make the body shine again.

Lots of minor repairs were also done, which sees the car looking and driving great.

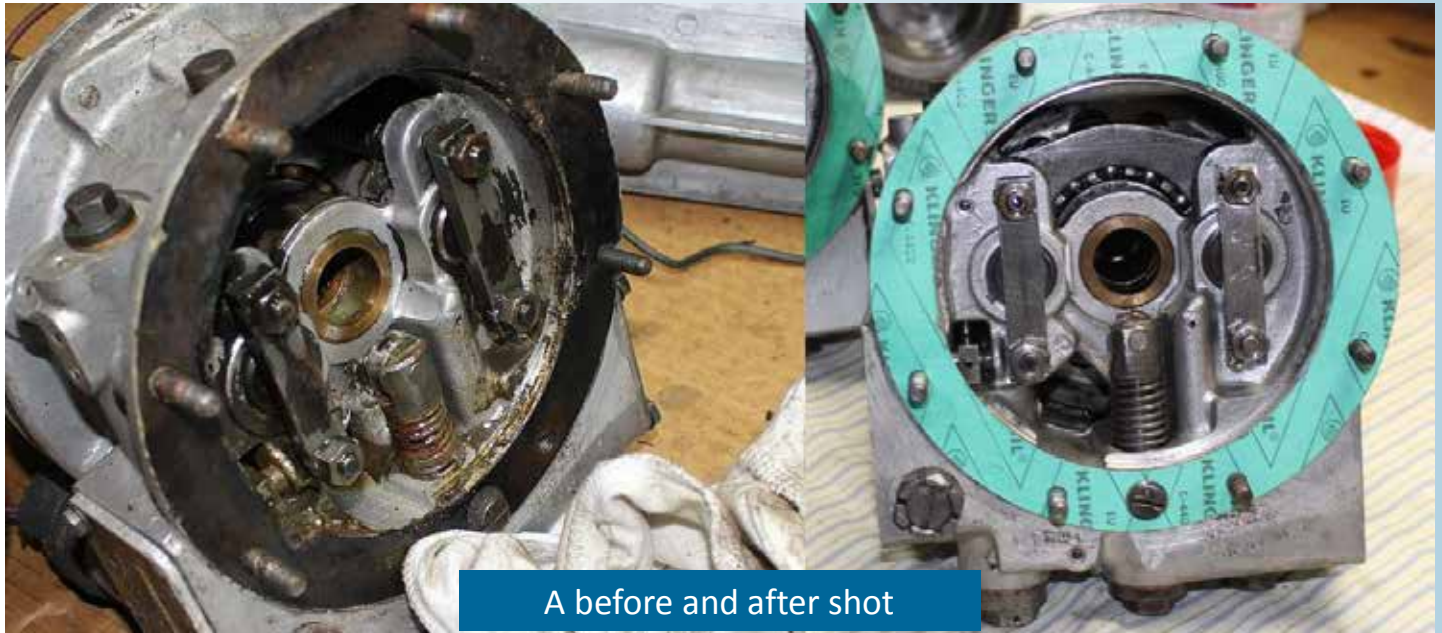
She made her debut at the Summerson display day at Peak Crossing on 27 August. It was truly a pleasure to see this car, which initially was looking a bit rough, looking amazing again.

Here is a video I made just after repairs were completed <https://youtu.be/Yhdxs1fq4LQ>

Water damaged D Type overdrive *by George Minassian*

As if it's not enough to have to dismantle and repair an overdrive unit, this one was water damaged and worn out too.

First job was to take it all apart and see which parts were required to save it. Luckily it was not as bad as the gearbox that it was mated too. But still most of the parts were affected badly and it had a very worn cone clutch.



So all new bearings (3) pressed in, new cone clutch, seals and O-rings. Everything else cleaned up well and another overdrive saved.

Overdrives are usually not that hard to repair if they're not too far gone. A kit for them comes with all the O rings, rear seal and gaskets to do the repair. O-rings are important as the overdrive works on oil pressure and O rings that have gone hard over the years from heat and time don't work too well to give a good seal and hold oil pressure.

For an unknown D type overdrive it is easy to tell what car it has come from if it is not original. The P1800 and 1800S with the B18 engine had a black speedo gear with 19 teeth (p/n 380305), while 120s and 140s with a B18 engine came with a blue speedo gear with 18 teeth (p/n 380225). All this has to do with the type of speedometer in the car. They are not interchangeable as you can see as they have to have the correct gear collar to mesh to in the overdrive unit. **George Minassian**





Restoring an 1800S to its former glory

Last time, in the May/June issue of the magazine, I told you the story of this 1800 that I am restoring for Nigel. After a complete strip down, it was off to South Tweed Re-paint and Panel for a bare metal respray. Jeremy, the owner of this business has painted several 1800-120 club cars over the years. And although he is just busy running the business, he always paints the big jobs himself. And this time the painting of chassis 26617 was no exception.

Just over eight weeks in the paint and panel shop has given me the free time to repair, paint, arrange the re-chroming of parts, strip the engine for a 40 thou rebore and send it out (although the engine didn't need that, but the extra power would be handy), re-kit the gearbox/overdrive and steering box and generally prepare for the refit of the car when it comes back to me.

The hardest and most frustrating part of a car rebuild is when items are missing from the car or have been replaced with the wrong parts. Where so called mechanics, motor trimmers or panel shops have cut corners and altered the car in some way or another during its approx fifty year life time. Some of the stuff replaced is neither original nor does it fit properly on the car. Unfortunately it is still happening today sometimes. In most cases the new owners who are restoring those cars are left to wonder how an item fits, where it fits or is it the correct part. Nowadays it is rare to find a car that is complete and unmolested. Thirty or so years ago, yes you could. There were plenty of cars that although needing restoration, they were still complete and somewhat original and roadworthy. Which made them a bit easier to restore. Fortunately Nigel's car is complete and unmolested. I guess it has helped since it has been in the same family all of its life.

So now it's back to me from the paint shop for the refit. Car was painted in the original colour code 95 Light Blue. The first ten hours of the refit has already proved to me that being organised when taking a car apart makes life a lot easier when you have to put the car back together. More next time.

George Minassian



Our President Robert Bakker always happy to lend a hand
He'll do anything Volvo just to get out of the office



Replacing gaskets, seals and O rings in the M41 o/d unit



First time out of the car most probably. Cleaned up well needing a replacement gear stick bush which fixes up the vague gear change



Those horrible air vents that never work well and leak badly



Fixed!



Original period fog and spot lights repaired, chromed and ready



Cleaning and painting. Steering box seals replaced. Wiring loom repaired and ready.





ROBERT'S REPAIR RAMBLINGS

Robert Bakker

In this edition, we consider whether "oils aint oils".

Let me start off by saying that a regular oil change is essential to ensuring the longevity of the engine in your classic Volvo.

Even if your car only travels a few thousand (or even hundred) miles in a year, you **MUST** give attention to the oil. This ensures that the oil remains clean and free from contaminants that build up in the sump, even if your car is just sitting there.

In my opinion, you should change the oil in your B20/B18 once a year, (if you only travel low miles - otherwise at least every 5000 miles) but don't let it go beyond 18 months. At the same time, replace your filter (genuine Volvo, please) and use a new sump plug washer unless you want little drips on the garage floor.

Here are some videos I made recently as part of a course I undertook, where I changed the oil and filter on my 69 145 S to show you how easy it is:-

<https://youtu.be/NXJuDmMUKeE>

<https://youtu.be/AMnnNqZ1EXk>

As you can see, the process is not difficult and it doesn't have to be dirty either if you are careful. Of course, I recommend you use the correct PPE (Nitrile gloves) to ensure your skin doesn't have contact with the old yukky oil.

So the big question - what type of oil should I use?

I would expect that a number of the professionals out there will have their own views about this. If the oil you have been using is giving good service, it would do no harm to continue with it, as long as you change it at the above intervals.



When you buy oil from Supercheap etc, you will see reference to numbers like 20W/50, 10W/30 and so on.

This is a reference to the weight of the oil (or its viscosity (thickness, if you will)). There is actually a guide in your Volvo Owners Manual to the weight of oil to use depending on your climate. 15W/40 to 20W/50 is usually specified for our cars, but look at the oil manufacturer's website for further information to be sure.

I prefer a semi-synthetic lighter oil due to the fact that my cars sit a lot. Others will insist on oils with a high zinc content. Again, check the website. Here is the link to the Valvoline website as an example <https://www.valvoline.com/en-australia/our-products/motor-oil>.

So, be prepared that if I see your bonnet open at a display day, I might just be going for the dipstick to check your oil!

Volvo 1800-120 Club Australia Inc.



VOLVO CAR CLUB N.S.W. inc.

Established 1969

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Volvo Car Club of NSW.
Is an Affiliate of
CAMS &
The Council of Motor Clubs

MAIL ADDRESS

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Presidential Patter



Greetings and salutations fellow Volvo lovers – while I am writing this at the end of September it seems that the marriage plebiscite has gotten in the way of mail deliveries and held up the arrival of our holy grail, our bi-monthly epistle to the faithful namely **“Rolling”**– *‘mon dieu! this is sacrilege*.

What we do need to recognize is the fantastic effort of the Victorian magazine committee in getting the magazine together and most importantly our Senior Editor – Jenny Pedley – ably assisted and supported by husband Harold, who virtually single-handedly put together NSW section for the last issue. And thanks Gerry for providing the classic photos and editorial. It was a great article – please keep them coming. Also all members are encouraged to submit details of their ‘car history’.

We owe a vote of thanks to Patrick Slattery for his marvelous demonstration of the use of the clay bar as a first step for detailing our cars as well as numerous other practical ‘handy hints’. I have had one of these bars for some time but have been a bit scared to use it. Now all who attended have the benefit of Patrick’s extensive knowledge of car detailing. Also thanks to Larry for providing the meat and bread loaves for the barbecue and Tony and Olga for once again allowing us into their beautiful home. Oh and thank you Dani and Syd for the other bits and pieces. It was a great day, Larry’s car hasn’t looked better and all who attended enjoyed the social contact, chit-chat and companionship these events provide.

Thank you also to Zavva for my assistance walking stick with the horn for summoning attention while I recuperate from my knee replacement operation– Jan really appreciated it – NOT.

What is coming up – well we were going to Wally’s Dreamworks for a presentation on restoration of classic cars – Wally’s shop is chok-a-blok until next year – his work is so good – sadly he has the huge Shannons truck that we see at race meetings in for some repairs and it is choking up the place and he can’t fit us in, so we did the run down to Warilla and Windang and then picnic and barbecues at Graham Bennett’s place and annoyed his neighbour by parking lots of Volvos on the grass verge outside his place!

Then it is off to Yass in November for the Classic Yass. Participants are encouraged to dress in the style of the year of their car. Unfortunately I do not have a 9mm Walther PPK so I will probably NOT be wearing a dinner suit. And Saturday night is themed “Sgt Peppers Lonely Hearts Club Band” so be there or be square!

As I am writing this, our very own Queen Judy Bransgrove has undergone a not very nice operation and is not feeling too good. I know that your thoughts and wishes are with her and I hope and am confident that Judy will be up and about by the time this magazine gets to you.

Our erstwhile secretary Megan and husband Alex have been working feverishly on our new website – HOORAY – and it is about time I hear you say! Well what we need now is material for the website – so hunt down your Volvo history and let Alex have it in whatever form is easiest for you and we can get it into a format for the website – which I am told is also suitable for smart phones and tablets.

While on this electronics hit – I encourage our members with smart phones to look at the I Roll Volvo Group which is a Facebook chat thingy and has lots and lots of car stuff. The OzVolvo Facebook group also has good reading stuff as does the 1800-120 group. But you need a smart phone. I have to admit I look but I don’t know much about doing more than just looking – maybe we need some lessons????

See you on the highways of life but stay out of trouble and don’t cross the double!

Ted Warner President

PS Congratulations Patrick and Daphne Slattery who welcomed their new daughter into the world in early October.

Baby was a bit premature and will have to spend some time in a crib but she looks just fine.

VOLVO LIFE - INTRODUCING OUR MEMBERS AND THEIR VOLVOS

The Volvo Car Club of N.S.W. would like to introduce you to Nick Kimpton and his (1974) 164E Volvo.

Nick's association with the Car Club goes back to October 1998 when he and his sons went to watch the 2 litre Super Touring Cars race in Bathurst. It was the year Rickard Rydell won the race in a Volvo S40. At Bathurst they met members of our car club who informed Nick and his sons about the club-run motorkhanas. The active interest in motorkhanas led to Nick buying his 164E Volvo from Ralph Diaz in Wollongong. Nick admits it was a little worse for wear, the seats covered in thick, worn, wool and the under bonnet area was basically black. The colour was a dirty white but the car did start and was a bargain price. And, so on the 15th May, 1999, Nick became the proud owner of a 164E Volvo.



One thing the car had going for it was its wheels which were alloy and had a Volvo part number. Nick was aware that this was rare as most 164E Volvos sold in Australia had steel wheels. However, the car's wheel nuts were very thin and soft. So the first expense was to purchase some new wheel nuts before the trip back to Sydney. However, that was easier said than done and a trip to the neighbouring tyre shop resulted in much cursing as they tried to undo the old nuts.

One of the first things needed was the cleaning of the under-bonnet area. This required many cans of de-greaser, elbow grease and many rags. His efforts resulted in a much cleaner engine and an off-white hue replacing the black.

Although an automatic, Nick's car went to many motorkhanas. Nick and two of his sons had some valuable driving experience in her. By this time various suspension components, including the lowered springs from Lovells and various ball joints and bushes had been replaced in the front suspension, so she looked like and felt like a new car.



In mid 2002 the car had a complete makeover, the body was given a bare metal respray and the engine and gearbox were rebuilt. The seat covers were removed to display the original red, cracked, torn and worn out leather seats. They were re-upholstered in cloth and new vinyl matching the existing colour as closely as possible.

Although an expensive exercise Nick feels it was money well spent.

Since the rebuild she has covered in excess of 100,000 kilometres and is still going strong. Nick has had some minor problems including a large consumption of distributor points, fixed by fitting an Electronic Ignition but unfortunately this also died after 56,000 kms. The new one is still functioning and Nick hopes it will do better. Four new springs were fitted by Lovells in August 1999. The springs were changed as the rear passenger side spring had collapsed. In July 2004, Nick noticed that the front passenger side of the car was lower than the driver's side, as the springs were still within warranty he went back to Lovells. They were a bit surprised. Lovells checked the previous orders and then realised they had fitted front springs for a Volvo 144. As the 164E has a much heavier engine the springs were having a rough time. As a result of having lowered springs Nick had a small engineering firm make an adjustable Panhard Rod. He realised that the rear right tyre was very close to the guard. This resulted in a heavy duty front sway bar and also a rear sway bar being fitted, which Nick says; gives a feeling of driving on rails on twisty sections of road.

Fuel consumption is Nick's only concern. As Nick states; the car is designed for cruising on the motorway and can travel at 100kph all day. The 164 has a nice solid feel to her at this speed and her fuel consumption is about 21 mpg. (in the old scale) Around Sydney it is between 15 and 18 mpg. Nick is hoping after fitting NGK Iridium Spark Plugs, fuel consumption will be better as they have improved the running of the engine in the short time since they were fitted.

Nick's association with the Car Club started by a chance meeting in Bathurst. This resulted in the purchase of his 164E Volvo. The active participation in the Motorkhanas enabled his sons to gain valuable driving experience. After 43 years the 164E Volvo is still going strong and has given Nick and his family many great journeys. And, has always got Nick and his family home safely.

MODIFICATIONS:

1. 240GT instrument cluster.
2. black cloth seats
3. Woodrim steering wheel (wood is mahogany colour to blend with interior)
4. lowered suspension
5. heavy duty front sway bar and rear sway bar



CMC SHANNONS SYDNEY CLASSIC - MOTOR SPORTS PARK

In August The Volvo Car Club of NSW participated in the CMC Sydney Classic along with over 150 other car clubs. There were over 1900 Veteran & Classic vehicles on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. A great day and a great way to meet other veteran and classic car enthusiasts.



The NSW Volvo Car Club welcomed many visitors throughout the day.



142S owned by Chris Smith was also a popular attraction.



There was a lot interest in the Targa Tasmania Rally Car driven by, one of our members, Ashley Yelds.



What is under that bonnet?



Uh Ha!!



Volvo 544 Targa Tasmania Rally Car owned and driven by Mike Batton was a huge hit.



Our concourse cars - left to right
Ashley Yelds P1800,
Nick Kimpton 164,
Raj Nandha 740 Turbo,
Patrick Slattery 850 T5R
Matt Williams Polestar S60



A Volvo
powered
speedway
car



Ted's Tips – for November and December

Well if you haven't already read about "my problem" on facebook on the Volvo Car Club site –here is the heads up – this is the new speak for this is what happened.

As I explained- there was no rumble or whirring sound when turning – but with the stereo on and the throaty exhaust note who could hear anything.

As I described the first signs were the strange steering feelings setting off to Berry.

The result appears in the photos below.



And yes on this model you have to remove the caliper completely as the double brake lines make it impossible to move the caliper out of the way.

A word of advice – when reassembling the caliper and re-connecting the brake lines – connect the brake lines first as it is easier to align the connections when the caliper is loose. Also I have some little red plastic caps from previous brake work that are great for stopping all the fluid draining out of the master cylinder

Due to the severity of the seized bearing – evident as soon as I got the castle nut and washer off – the rotor would not move. So I thought about it and decided to try the puller for the rear drums – and hey presto the seized rotor and bearing came off easily to reveal the disaster – the bearing was smashed but not only that parts of the bearing cage were missing powdered I assume plus the cup was cracked and a chunk about 3mm was missing- later inspection revealed that the rotor was ruined as the cup just rotated in its seat and machined out the recess – so one rotor for the rubbish bin- luckily I had a spare pair of rotors. Yes I replaced the other side as well and used the matching rotor of that pair.



You need to wind the screw nearly all the way out and use a long screwdriver to stop it from rotating – easy. The damage done.....



PS You probably know this but to do the wheel bearings I always used 2 blocks of wood – same thickness to support the rotor and you will need a good drift- to knock out the old cups.

Also you must spend time to pack plenty of correct wheel bearing grease into the bearings.

I was taught to get a great splodge of grease in my left palm and push the bearing cage into the splodge against my hand – this way the grease is forced into the cage –do it more times than you think it needs until the grease squeezes out of the cage top and bottom.

Apply a liberal portion to the cups as well when you press the inner cage into the mounted cups.

Nowadays there are specialized grease packers for bearings – I don't have one.

Car is back on the road with another challenge met – can't wait until the next one –NOT!!

Ted Warner

OUT OF THE ARCHIVES

Article courtesy of our resident
historian Ray Zavattaro

HISTORY OF VOLVO 4 X 4s

Volvo's commercial division has always been strong providing transport vehicles of many types. Two wheel, four and six wheel drive vehicles were produced. Volvo had been developing military vehicles since 1937 and during World War 2 a great deal of the company's activities were devoted to producing military vehicles of all kinds for the Swedish army. The TPV was designed for the Swedish army and introduced in 1943. It has a long wheelbase, taxi body and 4WD. The engine was a 3670cc six-cylinder.



1944 VOLVO 4x4 TPV



1953 4x4 Command/Radio

Built on a light-truck chassis the TP 21 superseded the TPV from 1953. Seven hundred and twenty were made until 1958. They were used as command/radio cars. The TP 21 consisted of a 4 door, 5 seater steel car body on a light 4 x 4 truck chassis. It came with 3.6 litre L-head six engine with 4 forward, 1 reverse x 2 transmission, and leaf-sprung live axles. Another model the 265TL11 and also the TL 21 were used as aircraft starter/towing vehicles.

Snowed in? Not a problem if you had this 1957 Volvo TP21 "Sugga" (Swedish for "sow") in your garage. The Sugga is best remembered as the work-horse of the Swedish taxi fleet, but 720 examples of the TP21 4x4 version were built for military use. Under the hood is a 3.6-litre I6 valve making a modest 90 hp, but it looks like the Swedes had the forethought to leave some extra room in the bay.



1957 Volvo " Sugga"

4x4 Laplander

After studying the 4WDs of Land Rover, Toyota, Nissan, Jeep and International Harvester, Volvo set about developing a new cross country vehicle. Noting the limitations of these vehicles, and not without a passing resemblance to the Steyr-Puch Haflinger, Volvo produced the Laplander. The vehicle represented a new concept in 4WD vehicles with a forward control layout which afforded a much larger cargo or passenger area for a given wheelbase. The Laplander was introduced in 1959 as a military vehicle, but it later became available commercially. It superseded the TP 4x4 series of Volvos.

Its success was immediate with the Swedish army having taken delivery of 4,000 units by 1969, and additional sales made to 37 other countries. Designated Model L2304 the first forward control 4WD was powered by Volvo's B16A 1.58 litre 4 cylinder 60 bhp car engine, driving the leaf-sprung live axles through 4 forward, 1 reverse x 2 transmission. Wheelbase was 2.10m, track 1.30, tyre size 7.00 or 9.00-16. Three types were made: soft-top, steel truck cab and hard-top.



Model L3314 was the production model better known as the Laplander. This vehicle has the Volvo B 18A 68 bhp engine but was fundamentally similar to the L2304, with slight changes to the air intake below the windscreen and a revised bumper. There were three basic standard models: L3314SU, L3314PU (truck cab) and L3314HT (hardtop). Experimental models included military 6x6 and 8x8 derivatives.



6 x 6 Laplander



The L3304 was a variant of the L3314 Laplander. It first appeared in 1964 as a cut down open body with distinctive roll-over frame, to be used as a reconnaissance vehicle and light weapons platform.



L3304 Laplander

The L3314 Laplander was prototyped and tested in the late 1950s as the L2304. In 1961 7,736 units were produced - 70 as the L3314, plus 1,116 of the refined enclosed-bodied L3315. The vehicle was commercially available as the Laplander PU and HT respectively. Military designation was 903 series.



L3314 Laplander



Refined enclosed-bodied L3315

To be continued in the next issue of 'Rolling'.

VOLVO CAR CLUB OF N.S.W. SOCIAL CALENDAR FOR 2017

THE VOLVO CAR CLUB OF N.S.W. MEETS ON THE FIRST WEDNESDAY OF EVERY MONTH FROM FEBRUARY TO DECEMBER AT;
THE ARENA SPORTING CLUB,
140 Rookwood Road, Yagoona N.S.W.

6.00 p.m. for social dinner and 8 p.m. meeting start.
For more information call Ted Warner on 0412 244 144

NOVEMBER 4th Classic Yass

This event is in Yass. It is hosted by the Antique Motor Club and some members will travel down on the Friday. There is a Classic Car display that we can join in as well as heaps of other entertainment continuing into the night.

Also, on Saturday morning, we will see the start of the Alpine Rally.



NOVEMBER 25TH Club Christmas Party

Once again, Tony and Olga have invited our club to hold our Christmas Party at their house - for which we are truly grateful. They have a lovely pool so bring your cossies. We do a Kris Kringle so buy a gift for Santa's sack no more than \$10 - even \$5 is O.K. and this year we will not mention male and female type gifts for fear of offending someone!

PUT THE DATE IN YOUR DIARY NOW - WE WANT AS MANY CLUB MEMBERS TO ATTENDED AS POSSIBLE.

FIRST SUNDAY OF EVERY MONTH - Cars and Coffee Morning

It has come to the Club's attention that the North Shore Sporting Car Club has introduced Auto Brunch. This is a different take on the Cars and Coffee mornings and features a range of interesting and collectible cars of all ages. The gathering is held on the first Sunday of every month between 8 a.m. and 11 a.m. at St. Ives Showground, 450 Mona Vale Road, St. Ives. Coffee vans and food vans ensure you will not go hungry. Everyone is welcome. Sounds like a great place to meet other car enthusiasts.



Another year under our belt and it's been a busy one with lots of wonderful outings. Wishing all our members and their families a happy and safe Christmas and New Year.

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We also provide servicing and repairs at our new facility in Sydney, and are taking bookings now for a part or full restoration of your classic Volvo.



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Gerry: 0412 221 211

Ashley: 0410 658 967



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Concourse d' lemons

AND FINALLY, FOR THOSE COURAGEOUS SOULS WHO DRIVE A LEMON AND THEN PUT IT OUT THERE FOR EVERYONE TO SEE MORE FROM BAY TO BIRDWOOD

Photographs by Gerard Gowans



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!

WANTED: RALLY DASH FOR 140 s shown in photo. Prefer 5-gauge dash but would consider 4-gauge unit. Please contact Neil Summerson. Email nesjas@bigpond.net.au, Phone 0419273296



2 SETS LEFT - BRAND NEW R-SPORT STYLE EXTRACTORS

with precision laser cut flanges and CNC mandrel bent pipes. Assembled on an accurate jig, resulting in a first-class fit every time! Will suit any 4cyl B18 or B20 powered Volvo. The extractors come with an extended 2 1/4-inch collector pipe with a laser cut two bolt flange. We also supply an additional two bolt flange for fitting to your performance exhaust system. Price: \$420 for club members. Standard finish is a high temperature black paint. We also offer ceramic coating in a choice of colours at additional cost. For any further questions call George on 0411 899 255.

Classifieds

VOLVO 4 STEREO - MP3 CONVERSION Modified radio cassette (RX-93 / RX-3AQ / CR-4220 series) replacing cassette with MP3 module. Reads USB and SD cards via sockets where cassette used to insert. Orig control buttons still operate MP3 module (Prev/Next Track & Pause/Play). Cassette REV button toggles between MP3 player and original AM/FM radio function. \$155 + Postage. Or \$125 to convert your radio or exchange. (Note: Exchange radios do not need to be working, just complete and presentable). Now offering 'Aux In' socket on RX-93 only. Call Craig 0428 529 372 (SA Club Member) for more details.



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, 02 9499 6666.

1800 TAILLIGHT RESTORATION + LED LIGHTS 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 0403 920 274, orvolvoclassic1800120@yahoo.com.au. For exchange ring Gerry Lister on 02 9499 6666



1966 122S COUPE: PRICE DROP B18, 4 speed manual, 45,000 miles on the clock. Hydraulics for clutch restored/replaced, centre bearing replaced, radiator and thermostat replaced. Interior restoration by Blackmans - black vinyl seats, new carpet and all trim. Repainted. Regularly serviced. New tyres. Overall this vehicle is in great running order. Has been on club plates. \$12,000. Located in Geelong. Contact James on 0405016325 or email yotpariah@iinet.net.au



1984 240 GLE Second owner (owned since 2008). 135,000 km. Full history. Extremely original, never resprayed or reupholstered and always garaged. Metallic beige with light tan leather upholstery in excellent condition. Recently replaced all suspension bushes with genuine Volvo items, Simons sports exhaust system was fitted about 2 years ago. New Sachs shocks were fitted about 2-3 years ago. Remanufactured TRW rack & pinion was fitted in recent times. I have kept a record of all that has been done to this car. Any one interested in this great old GLE should contact me for full information. Hugh Shorten. Email: hughshorten@bigpond.com



PARTS: EXCELLENT LEFT HAND DRIVE (YES, LHD) STEERING WORM FOR A PRE '67 1800 OR 122 , , and a COMPLETE reconditioned left hand drive (LHD) box also suits pre '67 1800 or 122. The internals of this are excellent, and of course, all new bearings, seals and my usual attention to best possible rebuild. Also have been able to assemble a perfect 140 RIGHT hand drive steering box, reconditioned and has no play in straight ahead position. As none of this suits my 122, or is LHD, it's available. Asking \$450 each for the complete steering boxes, \$250 for the LHD wormshaft. This comes with new bearings and a shaft seal. Contact John Fleming. Email: oldercarrepairs@bigpond.com

1991 940 TURBO SEDAN White with unmarked grey leather interior in very good cond, reg to 11/10/2017. No RWC. \$2500 or near offer. Contact Rob Wilson. 0403669001. See the club website for more details and pics..

WE HAVE A RANGE OF VOLVO MEMORABILIA FOR SALE: We were a Volvo Truck Dealer from 1971 - 2004 & over this time have collected items that your members may be interested. Including Stahlberg Plastic Models, Lapel Pins, Name Badges etc (I have attached some photos) also a list of other items. See club website for listing and prices. Contact Errol via Email errol@griffinmotors.com.au



NEW VOLVO CLUB OF VICTORIA METAL BADGES NOW AVAILABLE. Great value at \$5 each. Can be adhered to your car with double-sided tape. Contact Heino for purchase or pick up at night meetings.



1982 244 GL SEDAN This Volvo has been in the family since new. The original service book, papers etc are with it. Maroon in colour. Sheded since new. The interior is excellent. The exterior is very good as is the paint work. It has done a genuine 160,000 kms. It has 7 months registration. In recent years a new fuel pump was fitted during regular maintenance. It has new spark plugs and leads, windscreen, brake discs, types (fitted and balanced). Should any one be interested contact Ed Bourke on 9544 4147 for further information.

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VOLVO CARS TOOWOOMBA	WWW.VOLVOCARSTOOWOOMBA.COM.AU	07 4670 9860	CNR JAMES ST & ANZAC AVE, TOOWOOMBA, QLD, 4350
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ROLFE MOTORS	ROLFEVOLVO.COM.AU	02 6171 2885	29 BOTANY ST, PHILIP, ACT, 2606
SOUTH AUSTRALIA			
SOLITAIRE VOLVO	WWW.SOLITAIREVOLVO.COM.AU	1300 657 880	46-52 GLEN OSMOND RD, PARKSIDE, SA, 5063
NORTHERN TERRITORY			
NT AUTOGROUP	WWW.DARWINMOTORGROUP.COM.AU	08 8946 4444	34 STUART HIGHWAY, STUART PARK, NT, 0820
TASMANIA			
PERFORMANCE VOLVO	WWW.PERFORMANCEAUTOMOBILES.COM.AU	03 6210 7000	CNR ARGYLE & BURNETT ST, NORTH HOBART, TAS, 7000

