

# ROLLING

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N O 232 M A Y A N D J U N E 2 0 1 7



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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Front cover: Mark Hoffman's 1985 240 GLE

Back cover: Craig Rasmussen's 242

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# Volvo Club of Victoria Noticeboard

May

**Wed 3** - Night Meeting, 8PM. Guest Speaker: TBA. Shannons Limited, 40 Corporate drive, Heatherton, VIC.

**Fri 5 – Sun 7** - 2017 Volvo Clubs National Rally, Warwick, Queensland. See SSVc section for more details.

**Sun 21** - National Motoring Heritage Day - AOMC invites all Member Clubs to be part of National Motoring Heritage Day 2017. Join us and other like-minded enthusiasts and the public on Sunday 21st May for a cruise and picnic with the classics at the beautiful Bellarine Estate. Entry by gold coin donation. The venue will be open from 9.30 am for display cars and 10.30 for spectators. 2270 Portarlinton Rd, Bellarine, VIC. See the AOMC website for more info [www.aomc.asn.au/nmhd2017.htm](http://www.aomc.asn.au/nmhd2017.htm).

The start location for this event is the BP service centre southbound near Avalon Airport, 8 am for an 8.30 departure to Bellarine Peninsula.

**Sat 27** - Get-together in Melbourne with Oodnadatta Challenge visitors. Free BBQ at Shannons Limited, 40 Corporate drive, Heatherton, from 5 PM. Contact John Johnson (9553-1091) for further information..

**Sun 28** - Morning tea in Daylesford from 10 a.m. with 1800/120 Club Oodnadatta Challenge visitors. Please contact Greg Sievert (0401713595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)) if you wish to attend and details will be provided.

**Sat 27 and Sun 28** - Historic Winton. We plan to have a display of Volvos representing 90 years of Volvo. Please contact Heino for further details. Event website [www.historicwinton.org](http://www.historicwinton.org)

June

**Wed 7** - Night Meeting, 8PM. Shannons Limited, 40 Corporate drive, Heatherton, VIC.

July

**Wed 5** - Night Meeting, 8PM. Shannons Limited, 40 Corporate drive, Heatherton, VIC. Guest Speaker: TBA.

## A LETTER FROM PEG

*The letter below is from Peg Murray in response to coverage in our last issue about Peg's 122 selling her 122S four-door to Walter and Sandra Gowans. We also mentioned a venerable birthday she just celebrated.*

Hello Greg,

I would like to thank the Committee, members, Lance and John for their good wishes on my birthday. Very much appreciated! Yes Lance, I remember your visits some years ago, we were always pleased to see you. And John, thank you for introducing me to my lovely car, and then for finding a good home for it. And thank you Walter, Sandra and Gerard for your care and interest. I am happy that it is in good hands.

Vey best wishes to all  
Regards,

Peg Murray



# President's prattle

## CHANGE

Shannons Insurance and Auctioneers have made a very generous offer to the Volvo Club of Victoria Inc. They have offered us the use of their new premises at 40 Corporate Drive in Heatherton for future Night Meetings and Committee Meetings. This is free of charge.

The night meeting to be held on the first Wednesday in May, being 3rd May 2017, will be held in the Shannons Corporate Board Room, starting at 8pm. The location offers better access, significantly more parking, full audio / visual equipment, modern climate control and will accommodate around 50 people. We will also have full use of their staff kitchen facilities. At the end of this meeting we will discuss if Shannons is to become our permanent home for our monthly night meetings or we return to the Camberwell Tennis Centre for subsequent meetings. This will give everyone the opportunity to see and experience the Shannons venue and also how it affects your travelling time before making a decision.

While I know many of you may be uncomfortable with the change and we have been at the Camberwell location for over 17

years, the location has not been without its problems. Who can forget the year we were locked out for the AGM because the council had redone the floors. We struggle with maintaining a comfortable temperature and our audio / visual to support guest speakers is always haphazard. In fact over this period I have moved house four times and I know many of you have also moved a number of times.

Shannons have also allowed us to host the Oodnadatta Challenge and 1800/120 Clubs visit to Melbourne on Saturday the 27th May, from 5pm, at their venue. We will be holding a BBQ for our guests and have been advised that we should be able to get a number of the cars inside the venue, undercover.

Volvo appears to be doing very well with the release of the S and V90's, plus the S and V90 XC's and the new XC60 all drawing considerable praise from the worldwide motoring press. Maybe many more people will discover what we have all known for quite a long time. Volvo For Life.

Until next time

Heino Nowatzky

## Welcome new members as at 10th April

- Christopher & Richelle Leach (122)
- Herbert & Mariana Detlefsen (940)
- Brendan & Louisa Dewar (122S)
- Angelo & Zuzannah Rengarajah (XC70, S80)
- Dean & Angela Petti (740GL)
- Richard Kennedy (Looking...)
- Don Webb (240GL)
- Katherine Barrand & Karl Woodward (240x2, XC70, S90)
- Thomas Trevan (360)
- Dale & Rowena Ford (740GLE 8+8)
- Simon Wood (V70)
- Ronald Lau (244GL)
- Calvin Tee (S70, S60)

## Your membership

As of 10th April we have 314 financial members and 16 members who are un-financial, bringing our total member count to 330. 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](mailto:greg.sievert@gmail.com).

## Your Membership and the Victorian Club Permit Scheme:

For those club members who have classic cars on Club Permit plates in Victoria, it is MANDATORY that your membership is paid up. 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](mailto:greg.sievert@gmail.com)), call (0401 713

595) or post any updates to the club PO box.

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

## Modifications to Club Permit Cars

Please be aware that VicRoads have strict guidelines for eligibility of cars on the Club Permit Scheme (CPS), including acceptable modifications. Please refer to the VicRoads website where all details are clearly spelled out. It is not the Club's position to advise on legality or interpretation of the regulations. If the Club becomes aware that a vehicle on the CPS has been modified beyond the rules for the standard CPS without the

appropriate engineering approvals, we will contact the owner and give them a chance to obtain the approvals. If the owner does not comply or does not reverse the modifications, we will be required to contact VicRoads and advise them that the vehicle is not eligible for the CPS and VicRoads will then take the necessary actions. If you have any questions, please contact the President or one of the Club Permit officers.

Annual Special Service Award

The Club has established an Annual Special Service Award to recognise outstanding and continuous service by members of the Volvo Club of Victoria either individually, as a family or a group. Commencing in 2017, the Award will be presented at the Club's Annual General Meeting. All Club members are encouraged to consider nominating a suitable recipient for the Award. Nominations must be received by the Club President by 30th April in

the year the Award is to offered. Criteria for nominating a recipient of the Award includes; length of service to the Club, commitment and a willingness to pitch in wherever needed, and a strong contribution to Club activities. More details of the Annual Special Services Award and nomination criteria can be found on the Club's webpage under Downloads/ Club Documents or from Club Committee Members.

Treasurer's report

The club's bank balance on 10th April was \$ 11,513.76. For any questions about the club's finances, please contact Rod Shearman on 0468 362 144 or email club\_treasurer@yahoo.com

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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.

Editor's note

Thank you to all the clubs for their contributions to this issue. From the Victorian club perspective, an especial thanks to Mark Hoffmann for his continuing series on the care of cars, and to Dion for his imagining adventures. Of course, thanks too to Doug for his account of the Marysville drive, and to Gerard and Doug for the photographs.



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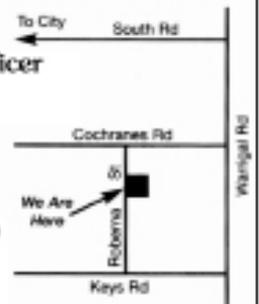


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# Victorian club news and articles

## Club run to Marysville

**The promise was to combine the great scenic attractions of the Yarra Valley east of Melbourne, with a relaxing stopover in Marysville, and the opportunity to experience one of the best drivers' roads in Victoria. The Saab Club Victoria participated in the run, swelling the number of participating cars to 22.**

The mid-morning start at Lilydale saw the train of Swedish marques travel through the vineyards of the Yarra Valley to Healesville and then up through the Mountain Ash Forests of the Black Spur to Marysville for lunch, where there was lots of time to choose your café or bakery, chat with Club members, explore Marysville shops and take a short trip to Stevenson Falls.

The return leg of the run to Lilydale was via the Marysville-Woods Point Road and Warburton-Woods Point Road. This sealed narrow road, known as the Reefton Spur, is renowned for having 165 bends in one 18 kilometre stretch – this was the promised drivers' road! A good pace was maintained through to Reefton, where we stopped for a group photo opportunity and farewells at the site of a long disused petrol station on the turnoff to the Upper Yarra Reservoir.

The consensus was that it was a great run and enthusiasm by participants to have future mixed marque Club events and runs. My thanks to Lance Phillips and Len Ward for participating in the reconnaissance and planning for the day and to Sandra Scanlon for ensuring the great attendance by members of the Saab Club Victoria.  
Doug Miller





# The 240/260 Register

By Mark Hoffmann

## Car Care Series Part III: Washing

**Welcome to this issue's 240/260 Series Register Page. In this, the third instalment in my ongoing series of articles devoted to car care,**

I want to go right back to basics and discuss something we all do, or at least most of us do: car washing. I'm referring, or course, to the classic home hand wash, and certainly not to any automated mechanical drive-through wash cycle. Most of us are on autopilot when we wash our cars with a well-established routine and a familiar little stash of products, and I certainly don't want to patronize anyone by trying to reinvent the wheel as it were and describe how to wash a car. But I would like to share a handful (or should I say bucketful) of tips and hints borne of experience which I hope might be beneficial and entertaining.

To begin, I'm reminded of an article I read some years ago in which a senior executive from Porsche stated that owners shouldn't expect a Christmas card from the company or from himself if they were in the habit of taking their premium German sports car through some mechanical wash process. Similarly, if you are in the habit of taking your Volvo though an automatic car wash as it's only means of cleanliness simply because it's quick and easy to do so, then I probably can't help you and you might like to stop reading here.

I've never used such a facility and can't foresee a situation in which I'd really be tempted to do so. Just the thought of those spinning industrial brushes and hot pressure jets on my carefully polished and waxed paint surface makes me cringe, much less on the delicate surface of a resprayed vehicle. Perhaps if I had no means of washing a car myself at home and I had a company car or hack vehicle

(surely not even a Volvo) for the purpose of running errands or carting parts from the wreckers, I might be tempted to run it through a carwash cycle now and again just to keep it presentable. And in fairness, these facilities have also probably improved over time, as I now see so-called "touch-free" wash cycles and guarantees offered against scratching. The industry obviously recognised the reasons people avoided these things. But as a rule, and an unbreakable one where my Volvos are concerned, it's not for me thanks.

... a senior executive from Porsche stated that owners shouldn't expect a Christmas card from the company or from himself if they were in the habit of taking their premium German sports car through some mechanical wash process

Then there are also these popular self-service "jet wash" facilities, either stand-alone or as an adjunct to service stations, where you pay for the time and use of the high-pressure hose and detergent sprays. Thorough and convenient though it may be, the process seems to me to be a bit on the aggressive side. But again, I have no practical experience of it. However, I've seen folks break all kinds of golden car wash rules at these places; from starting on dirty wheels, tyres and sills before proceeding to the paintwork with the very same brush attachment, to blasting away inside the engine bay with a high-pressure degreasing spray and then wondering why the car won't start with waterlogged sensors and electrics. Once again, I'll pass on this kind of amenity.

For the time-poor or those who simply don't have the room or the inclination to wash a car themselves at home, an industry of manual "hand car wash"

facilities has grown, billed as being a premium option for those who want their car to receive a thorough and careful "hand clean" without them having to get wet or otherwise lift a finger. Indeed, many of these places offer a full complement of services starting with a basic hand wash and interior vacuum and expanding to include polishing and waxing, and the use of interior and exterior protectant products. I have to say, and this would especially apply in the chill of wintertime, that the prospect of driving in with a dirty car, spending a half hour or so in their cosy café before driving away again with a clean vehicle is a tempting one, but still I'm unmoved. Perhaps ignorance is bliss, but in recent times I've seen a guy polishing the roof of someone's Mercedes with his cigarette dangling inches above the paintwork, to another occasion where a car wash attendant dropped his sponge in the gravel and happily picked it up and continued washing - another car washing sin. So once again, for myself and other enthusiasts fussy about such things, it's a pass. There's just no way around the fact that if you want something done properly and to your own high standards, you just have to do it yourself - in the cold of wintertime or whenever.

Any article about car washing should probably touch on so called waterless wash products, but I've honestly never used them. The waterless systems which seemed to enjoy a period of popularity for a time were, as I understand it, the industry's response to water restrictions, as well as aimed at those for whom it is impossible or impractical to conduct a regular bucket and hose wash at home due to high-density urban living for example. Most involve a high-

# Car Care Series Part III: Washing, continued

lubricity cleaning solution aimed at dissolving and removing dirt without scratching, but it's hard not to be cynical and suspect that this range tends to double up on pre-existing "spray and wipe" type products without doing anything revolutionary. I can actually recall a guest speaker at a Volvo Club meeting and a subsequent discussion of these products, probably at the height of Melbourne's water restrictions some years ago. The outcome as I remember was that this type of product has some merit in keeping a fairly clean car clean, but is really no substitute for soaping up and rinsing a dirty car which of course involves an initial hose down to remove and loosen up surface dirt. Consider that a wipe over with a cloth and a chemical cleaner wouldn't substitute for personally taking a shower with soap and water, and I feel that the same applies to your car.

Which brings me, finally, back to the classic home hand car wash. As promised, I won't bore you with a step-by-step instructional guide on how to do so but rather, here are some tips and suggestions from someone for whom car care and presentation is a near and dear subject and

has been so throughout his association with cars.

**The first rule of thumb is to always use a quality dedicated car wash fluid.** I've heard of people using dishwashing liquid to wash their cars simply because it's comparatively cheap and it's always there in everyone's kitchen. Whilst dishwashing liquid shouldn't harm a car's paint job as such, so long as it isn't used in a particularly high concentration, the first thing it will do is to strip away any wax protection you may have carefully applied. It's a case of horses for courses. Dishwashing liquid is designed to break down greasy food residue, whereas a car wash fluid gently suds away dirt and road grime with the necessary lubricity to do so safely whilst it conditions the paintwork without the rawness of so-called "detergent burn". There are also quality "wash & wax" fluids on the market which apparently deposit a layer of wax protection as they wash, and to me that seems like a good idea. What amazes me is the sheer range of car washes on the market, even from the inventory of any one brand. My personal product of choice is Meguiar's Gold Class Car Wash, but Meguiar's also offer Wash

and Wax, NXT Generation Car Wash and Soft Wash Gel among other wash products. As I've said before, we're spoiled for choice.

When it comes to hand washing a car, the humble sponge is probably the item which has changed the least among car care products. I regularly use three; one for the primary areas of paintwork and glass, a separate one for the secondary areas such as bumpers and for my wheels which are either new or near to it in condition, and a final "dirty areas" sponge for the wheel arches, sills and mudflaps. I never interchange them and keep them identified in labelled plastic zip-lock bags. My father Peter has recently moved with the times and upgraded to a premium Meguiar's Microfibre Wash Pad for his car wash, and likes the result. I'm slow to ditch the tried and tested original kind but may yet follow suit and get one myself.

Back in earlier times, before the proliferation of consumer car care products we enjoy today, one of the handful of car wash essentials to have on hand was a chamois leather for giving a reasonably clean car a quick wipe over or towelling off a freshly-washed car. These were and remain great as they can be rolled up and stored



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## Car Care Series Part III: Washing, *continued*

damp in their plastic containers for instant use, and are one of the examples of where the synthetic product with its anti-mould properties out-performs the natural version. The best among these as far as I'm concerned are the time-honoured imported Enka-Fill variety from Holland, widely available and easily recognisable by their orange and black plastic tube containers. Today, the major car care brands have caught up and no doubt all offer quality chamois of various kinds, though the classic Enka-Fill cloths are still on the market and still a part of my car care kit.

[Technology has also caught up, and today microfibre reigns supreme across a whole range of car care applications.](#) Whilst a traditional chamois could trap dirt particles and drag them over the paintwork causing micro scratches, the nature of microfibre allows it to glide more easily over the surface and suspend any dirt particles within its weave. My tip is to invest in the best and buy a Meguiar's Supreme Shine microfibre cloth and to keep it for towelling off glass and primary paintwork areas after a car wash. Failing to dry off a just-washed car will result in water spotting. Rinse the microfibre towel out thoroughly after use and allow it to line dry, storing it dry in a plastic bag for the next use. Always use a separate older cloth or chamois for drying off what I call secondary areas; door sills and jambs, wheels or under bumpers where an otherwise clean cloth doesn't belong as it's likely to collect dirt which will scratch paintwork. Save an older dirty chamois for a cursory wipe in the engine bay.

Microfibre cloths don't have it all their own way over a traditional synthetic chamois though. The latter tends to be more absorbent and can generally be cleaned with a simple rinse in clean water and then wrung out. There's also nothing like the convenience of a cloth that can be stored damp in its container for instant use, and I still keep a small synthetic chamois in each car for use on the run if I need it. Don't, however,

similarly store a microfibre cloth wet. My tip for a microfibre washcloth that is becoming dirty is to soak it in a mild solution of car wash fluid and then rinse and line dry it thoroughly before storage.

If a car is just mildly dirty or dusty and doesn't warrant a full wash, consider a wipe over, panel by panel, with a bucket of warm water and the kind of microfibre wash cloth I refer to, and/or use one of those spray on "instant detailer" products (the kind I spoke about in the last edition which are required in the application of a clay bar) to remove superficial dirt whilst enhancing shine and wax protection. For mere dust or a light dusting of pollen on an otherwise clean car, my tip is to avoid wiping and instead to go over the car with a long-handled pure woollen "feather duster", commonly available in the cleaning section of Bunnings for example. I do a couple of panels, shake out the duster, and continue. You may feel ridiculous but it works, and does so better than some of those overpriced "body dusters" sold in auto stores.

When I'm almost finished with washing, using the last bit of sudsy water in the bucket, I give a too-often neglected area, the tyre sidewalls, some attention. My tip here is to keep a small so-called bug sponge solely for that purpose. Bug sponges are typically double-sided with a regular sponge side and a course gauze side which feels a little like mild Scotchbrite to the touch, apparently for removing stubborn remains like dead insects from the paint. Whilst this product might be useful on a bug-splattered windscreen, I'd be very wary about using such a course surface on any paintwork, for which I'd prefer to err on the side of caution and persist with a regular sponge and plenty of sudsy water. Tyres, on the other hand, benefit from some harsher attention, and the bug sponge tends to be ideal for giving them a scrub and removing the dirt which adheres within the textured

rubber surface, as well as dissolving (in my case) any greasy tyre shine residue from the last detail. Once used on the tyres, a sponge can be re-used, but not for any other car wash purpose! As another option, dedicated "tyre brushes" with very stiff bristles and convenient handles are available from auto stores, but I still prefer a course sponge.

[So beyond the obligatory sponge, cloth and soapy water, what else does one need?](#) If you own an XC90, perhaps a ladder? Seriously, how does one wash a full-sized SUV like that? But I digress... A good quality wheel brush with soft bristles is an essential tool for me. I'm referring to the kind with a wire loop core surrounded by bristles which allow it to compress between wheel spokes and around callipers on open spoke wheels such as the Virgo wheels on the 240GLE. Although I give the wheel facings a thorough soapy wash with a sponge, the brush allows me to reach into the wheel rim beyond the outer face where brake dust accumulates. I have a good quality brush with bristles that are soft enough for me to clean around my custom-painted brake callipers without damage. For narrow or closed spoke type alloys I like to use a dense but soft paintbrush with long bristles. I use masking tape to cover the metal crimping where the bristles meet the wooden handle to avoid the possibility of scratching.

And how many cheap plastic buckets have we all bought in our lives? You know the kind, available everywhere and in every colour imaginable but all with flimsy plastic handles which invariably snap, after which you replace the whole bucket and the process begins again. There are better plastic buckets around if you look and pay accordingly, but I opted to invest in a galvanized metal bucket, and if I remember correctly it was Australian-made no less. One of these may be the last bucket you buy as they last forever and I've been using the same one for at least ten years. My father though, faithful to a

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## Car Care Series Part III: Washing, *continued*

good quality plastic bucket, hates my metal one! He sees it as one careless movement away from a catastrophic collision between galvanized metal bucket rim and a door or a guard. That's a fair point, so I'm extra careful! But I love the concept of a long-lasting product that I can use again and again without wastefully replacing.

So to finish off, and in the hopes of not stating the obvious (too much), here is a further short and incomplete list of hand car washing golden rules and suggestions according to me:

- Always start washing at the top and work your way down, finishing with a separate sponge or sponges to wash the wheels, sills, wheel arches and other dirty areas. Hose off the whole car first to remove loose dirt and soften things up. Then I like to wash a couple of panels at a time, hose them down thoroughly, and continue on.
- If you drop a sponge or washcloth, resist the temptation to keep working. Discard the item or give it a thorough rinsing

to avoid transferring grit and dirt to the paintwork. Similarly, remove a watch or any jewellery. Prevention is always better than cure where scratches are concerned. I made the mistake once and learnt my lesson.

- The type of brush I described above; a paintbrush with long and soft bristles, is perfect for washing between the spokes of a Volvo grille where a sponge will do very little.

- Bird droppings are in a class of their own where car care is concerned, and demand immediate attention outside of any car wash regimen. Droppings are highly acidic and will permanently etch into a paint's clear coat very quickly, after which polishing won't be able to undo the damage and an unsightly mottled patch will remain. If you care about your car's appearance, don't be tempted to leave a patch of guano until tomorrow. Nor should you harshly wipe away the dry droppings, as the gut of a bird can contain grit which will scratch the paint - I've seen it happen. My tip: place a

wet tissue or paper towel over the area, wait for it to soften and dissolve, then gently wipe it away.

- After washing and towelling off, I finish with drying inside the door sills and jambs, the boot rain channel (or inside the tailgate on the wagon) and under the bonnet and inside edges of the guards - wherever water pools or remains. It's worth leaving the doors, boot lid or tailgate and bonnet ajar slightly for a little while after you are done for some final air drying. The boot rain channel under the rubber seal and above and below the tail lamp clusters on 240 sedans can be rust-traps so I like to remove any excess water.

So as I said, that's not an exhaustive list, and we all have our own routine and methods with any aspect of car care. If you feel I've left out something important, or if you have any feedback or anything to add on this topic, then as always I'm happy to hear from you. Until then, and until the next issue of Rolling, I wish all members pleasant and safe motoring.



Well, I've said enough about how great these cars are, and so thought now might be the time to take a look at some significant differences over the years.

We can break 200s into 3 groups - early, middle and late. Early cars are easily identified by their large rubber-covered aluminium bumpers. These cars span from 1975 - 1980. The 4 cylinder cars were mostly K-Jetronic fuel injected cars (B21E) and the 6 cylinder B27E. They also have the smaller dashtop.

The middle cars received a facelift, and the distinctive bumpers were reduced in size. Larger headlights fitted all. The dash also received a significant change by having the larger binnacle and dials with red needles. This remained unchanged until the end of production in 1993.

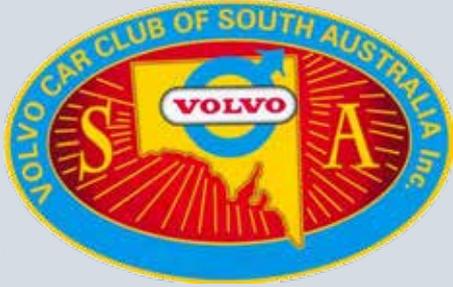
Most of the middle cars were fitted with the larger B23E (2.3L) 4 cylinder, and the few 6 cylinder cars received the larger B28E (2.8L). These cars were sold new between 1981 - 1985 (when the B230 was also introduced and the 4 speed auto for '84 year models). The late cars are all running B230F engines ie they have a catalytic converter and run on ULP. There were no 6s past 1985. A significant upgrade for the late cars is that from '91 on, they use an accumulator style A/C system, which is basically a GM unit.

These AC units are very powerful, and were actually first seen in the 760GLE in 1982.

Early cars are quite few and far between now. There is always something charming about the original of any series, and these are no exception. Middle cars still exist, but chances are that if you see a 240 still on the road today, it will be a late car.

A lot of bits from an early car can fit a late car and vice-versa. This makes upgrading an early car easier. How many manufacturers today would even think about producing a car that spanned a 20 year lifetime?

# SOUTH AUSTRALIAN CLUB NEWS



**Volvo Car Club Of South Australia**  
[ [www.volvocarclub-sthoz.org.au](http://www.volvocarclub-sthoz.org.au) ]

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Please note that all SA club related magazine submissions may be sent to: Craig Rasmussen



## HELLO FROM ADELAIDE

Greetings All, this should find you with the National Rally just passed, I hope it was enjoyed by all, and look forward to hearing how well it went. Closer to home we will soon have the Oodnadatta guys through for a visit, it's been great to see the various clubs come together to support these guys through their journey Down Under.

It was fantastic to see so many of our club get behind the Power of the Past event, it provided a really varied display and wonderful to see support from our members, even those who couldn't bring their own car along.

I might take the time now to mention insurance; yes I know it's all been said before, however it still surprises me that some are under insured. I'm talking about both modern and classic cars. A lot of the modern ones at market value and if the worst should happen, you may find yourself trying to argue about market value if your well maintained car is compared to a high mileage one or poor example. With the classic cars make sure that your chosen value is a fair number, as you know you're not likely to replace it easily and the costs of repairs etc. are rising. Not to mention the costs involved with purchasing, (most will offer agreed value), I'm not even going to talk about the company you use, as that's a whole other subject that is so individual. Working in the industry I have seen the under insured, when the worst happens, mislaying the blame sometimes.

Don't forget what it will cost to rebuild what you have, most companies will be happy to arrange a time to view the car or have a chat on the phone to assist you.

Lastly I would like to take the time to mention our historic rego scheme. It's simple - 90 days, fill the log book in whenever you hit the bitumen and no issues. I have seen over my time with the club some not filling their log book in and using the car. Please bear in mind at this point you are not registered or insured. If you are caught out, this could reflect poorly on the club. There is a huge effort behind the scenes (thanks guys) to keep our paperwork in order and to keep us complying with the law. It is a privilege to have our cars on this scheme and I ask all involved to respect the laws and our club.

Our annual inspection day for historic cars is coming up in June and I welcome all members to the BBQ but ask those with historic cars to please make the effort to be there. If you or your car can not be there please speak to the historic inspectors prior to the BBQ to organise to see them, and to carry out the inspection. It is not fair to expect them to travel to you or your car.

Thanks for reading my ramblings

*Amazons for life  
Chris*



## EVENTS CALENDAR

**MAY 5<sup>th</sup>-7<sup>th</sup> : 2017 National Rally at Warwick, Qld**  
Hosted by the Sunshine State Volvo Club, more info in SSVV section of Rolling Aust.

**MAY 12<sup>th</sup> Friday : General Meeting & Quiz Night.**  
7:30pm - CCC Club Rooms, Clark Ave, Glandore.

## ODNADATTA Challenge

**MAY 22<sup>nd</sup> Monday : Dinner with Interstate Guests**  
6:30pm - Regattas Bistro/R Bar on North Tce / Riverbank Promenade, Adelaide.  
**RSVP required by April 24<sup>th</sup> to assist with booking.**

**MAY 25<sup>th</sup> Thursday :**  
**Main Dinner with International Visitors**

Dinner provided by the Car Club at Craig's shed, Brandwood St. Royal Park. A rare opportunity to meet and host members of Dutch Volvo Car Club. We would really like to create a large, welcoming atmosphere for these folks. **Please RSVP (Yes or No) ASAP for catering.**

**JUNE 25<sup>th</sup> Sunday : Show & Shine, BBQ Lunch & Historic Rego Inspection Day**  
10:30am onwards - Weymouth Oval, 442B Main Rd, Coromandel Valley.

All cars & members welcome. BYO chairs. Please RSVP for catering, look for club gazebos and flags.

**JULY 14<sup>th</sup> Friday : Annual General Meeting**  
7:30pm - CCC Club Rooms, Clark Ave, Glandore.

Please come and pay your next year's fees, get your log book endorsed, and provide input into the club.

**JULY t.b.a. : Auto Memorabilia Collection**

Private collection viewing, details to be advised.



**NOTE:** New eligibility date - up to Dec '81.

**RSVP's required for ALL events.** Please call or email Chris Allen ([chris\\_allen120@yahoo.com.au](mailto:chris_allen120@yahoo.com.au)) and / or Peter Williams ([petewill42@gmail.com](mailto: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.

# Power of the Past

5<sup>th</sup> March 2017





herald recreation  
**Power of the past - 300 exhibitors**  
 Vintage car and machinery lovers flocked to the Mt Barker Recreation Club for the 10th Volvo Power of the Past car show on the weekend, when a huge range of classic vehicles, engines and parts were on display.  
 With the annual event well supported by the 2000 cars, the club had to move the display from inside the hall to the adjacent Barker Club in order to accommodate more than 300 exhibitors.  
 A very busy field was seen on Sunday morning, the green hillside a collage of vintage Volvo.  
 Display from the Volvo Club of South Australia  
 Volvo spares for your Volvo

**Weekender Herald**  
 March 9,  
 2017

**Power of the Past, Mt Barker – Photos by Symon & Craig**

**-28 years assisting Volvo owners-**



Please visit our fully stocked online store  
 Volvo spares direct from Sweden

**WWW.CVI.NU**



## Historic Motor Vehicle Gathering, Keswick – March 19<sup>th</sup>

### WELCOME!

The Volvo Car Club of SA is pleased to welcome to the club:

Stephen Wood with a 1969 122S rescued from Clare Valley area a few months ago. Electronic ignition and exhaust repairs were first on Stephen's refurbishment list.

Michael & Judy Smith with a recently imported 1962 PV544 *Sport!* The ex-Canadian vehicle is currently undergoing an overhaul and facelift, and we look forward to seeing it on our roads very soon.

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 (may no longer be required – awaiting advice from Transport SA.);
3. Pay your membership renewal fees;
4. Present your logbook, **current registration papers** and completed Stat Dec form (if still required) 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 25<sup>th</sup> at Weymouth Oval in Coromandel Valley. 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 bring your car to be inspected at a convenient time for one of our registrars.

# Sunshine State Volvo Club



Sunshine State Volvo Club Inc  
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ssvc.org.au  
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#### Welcome to our new members

Paul Waller  
Steven Dilger  
Dennis Brown  
Bob Griffin  
Alexis Webb

Total Membership

80

## A Note From Our President

I am writing this just 3 weeks out from the National Rally, aware that it most likely will not be read until after so I will start with a big thank you to those who made the pilgrimage to Warwick.

Congrats to the winners and well done to those who displayed their cars. It is certainly more about the display than it is about the trophies. I have said many times, the Rally is a show by enthusiasts for enthusiasts, we are not event organisers but certainly did our best to make it as memorable and enjoyable as we could, I hope it went down that way.

Getting in excess of 80 Volvos in one place is no mean feat. I can promise a big write up and lots of pictures in the next issue for those who were unable to make it.

We are still able to supply memorabilia if you want some but missed out, please see our website for details.

I now have a whole new perspective on such an event and would like to congratulate all of those club members who have played a part in organising this and in fact any previous rally. It can feel thankless at times but your effort is certainly appreciated.

I feel we did the best we could and am proud of the event as a whole..... In saying that, I am actually very happy to hand the reigns over to the next club and look forward to the next event sometime in 2019.

My usual motorsport write up is going to be tough from this point on, Volvo has also pulled out of the Swedish Touring Car Championship this year, after 20 years of involvement.

It is still good to see GRM doing well and I am equally impressed by the efforts of Scott McLoughlin in his new car.

In WTCC Volvo got off to a great start at the first round of the season with a win in the teams challenge and a podium in the race. There are rumours of Volvo joining a GT series of some sort but I am yet to see too much detail. Lets just hope the GT car has a similar presence to the V8SC, the fwd WTCC cars just don't have the same appeal.

Catch you next time.

Cheers

*Rob Eldridge  
President*



## Membership News

As interest in the Rally grew, so has interest in membership of SSVc. At a recent club committee meeting we welcomed 5 new members.

Just as these members are being integrated into SSVc, so did John Dempster become a Volvo member just prior to the 2008 Rally held in Toowoomba. His membership resulted in being member 1 of SSVc. Who knows what the future holds for our newest members!

A reminder that renewals will be due after 30<sup>th</sup> June but notices will be sent via email mid July with adjustments being made pro rata for the newer members.

*Estelle Dempster*

# SSVC Events Calendar

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

Committee Meetings are held on the first Saturday of every month at 3pm, all members are welcome to attend. Please contact us or visit our facebook page for further information

|           |       |   |
|-----------|-------|---|
| May       | 27    | <b>Byron Bay Coffee Run</b><br>Join us for a morning drive to Byron<br>For more information see our website, facebook or contact Jared  |
|           | 28    | <b>Mac's Bridge Event at Belmont Rifle Range</b><br>One of the best car displays in SEQ<br>For more information see our website, facebook or contact Jared  |
| June      | 3     | <b>Cars and Coffee at Coorparoo</b><br>Join us for this early morning meetup<br>For more information see our website, facebook or contact Jared   |
|           | 17    | <b>Caboolture Regional Car Show and Shine</b><br>More details to follow shortly<br>For more information see our website, facebook or contact Jared  |
| July      | 9     | <b>RACQ Motorfest</b><br>More details to follow shortly<br>For more information see our website, facebook or contact Jared  |
|           | 29-30 | <b>Coates Hire Ipswich 300 at Qld Raceway, Willowbank</b><br>Volvo may not be represented on the track but we certainly can in the paddock. We are currently organising a group display similar to previous years. Look out for details.<br>For more information see our website, facebook or contact Jared |
| August    | 20    | <b>Leyburn Sprints at Leyburn</b><br>One of the best Street sprints to watch, in the lovely town of Leyburn<br>For more information see our website, facebook or contact Jared  |
| September | 10    | <b>Go Karting Round 2 at Xtreme Karts</b><br>Social Day without the cars.. all welcome.<br>For more information see our website, facebook or contact Jared.   |

+ More

visit [ssvc.org.au/calendar](http://ssvc.org.au/calendar)



## The Poker Run

The Poker Run, which was originally slated for September last year but sadly had to be postponed due to weather was finally held on March 12th.

6 teams of 2 as well as volunteers showed up at the Broncos Leagues Club.

Now to explain, all teams had to visit 4 different locations, collecting envelopes with a card inside, and collect the 5th on return to Bronco's. All teams left 5 minutes apart, answering questions as well as collecting a few items along the way, including an unopened but empty can and a 20c coin from 1982.

Participants visited Mt Cootha, Jolly's lookout, the Samford Valley and the Paddington Tavern.

Back at Bronco's and upon receiving the last card, participants went down to the restaurant for lunch and to hand out a few goodies!!

The points winners for the day was Team Eldridge but we still had to find the winner of our game of Poker, that going to a hand of 2pair, aces over 10's to Team Foord.

Congratulations to all the winners on the day and thank you to all for the laughs and for a great day.

*Jared Wilson*





## SSVC Observation Run

Glorious Sunday morning, meeting up at the Mt Ommaney Library car park. Five teams showed up to compete in the SSVC Observation run. Leaving in 2 minute intervals after getting the instruction and question sheet, all teams were off on a great adventure of west and south of Brisbane.

All teams had to collect photos, answer questions as well as trivia. Points would also be awarded for imagination, and yes, drop bears were mentioned.

Meeting up with the teams, well all bar one who got a little lost and I won't mention that I am related to them..... Meeting up with the teams and scoring part A it was obvious that it was going to be close, with only a few points separating first to last.

Leaving Beaudesert in 2 minute intervals again, the teams head through Canungra and up and over Mt Tamborine before finally meeting up at Yatala Pies for a feed and to find the winner.

Amazing to see the end points were so very, very close but the winner by half a point went to Clayton and Gay Wilson with Noel and Dee Gwynne a very close second.

Over all the day proved a success with everyone attending having a ball. Thank you to all who participated.

*Jared Wilson*





## Rick's Garage

Ricks Garage, located in Palmwoods up on the Sunshine Coast has become famous for car and motorcycle clubs for its friendly atmosphere, great food and cold drinks. Planning a run to Ricks was really a no brainer!!

Meeting at Morayfield the day got off to a not so great start as one of our clubs youngest members was involved in a tiny bingle with a motorbike that was on the wrong side of the road. Tempers died down very quickly and all things sorted we were on the road with everyone following myself in the Baz.

Now the first unspoken rule of going to Rick's is never by the conventional route, so up the Bruce Hwy was never an option, instead we turned towards Woodford to take in the scenic route that slowly started to climb until we were up in Maleny and taking in the views. Just prior to a quick stop, I got a phone call from a certain mother of mine complaining I was going to fast. Mmmm I was actually traveling well under the speed limit as it was... Well, she does own a corolla so.....

After a quick stop we were off to Palmwoods via Montville and down old Hunchy. Now the funny thing with Palmwoods is its quite a quiet little town, till you turn a corner and there are bikes and V8's everywhere. Perfect for the Volvo club.

We sat down to burgers and fish, thick shakes and the odd beer and lots of laughter. Great mix of young and old at the table ranging from 5 to 94, everyone had a fantastic time. Ricks is one we will do again.

*Jared Wilson*

Credit to Ryan Skaarup for the pics :)





## Adventures with Ron

### The Oodnadatta Challenge - Part I

The Oodnadatta Challenge begins in Perth on 3rd May, but before we get there, we travelled from Toowoomba through the NSW towns of Moree, Cobar, Bourke and Broken Hill. Our plan was to travel along the Great Australian Bight en-route to WA, which meant Easter (and oysters) in Coffin Bay, and travelling along the Nullarbor to Esperance, Albany and the beautiful Margaret River.

Our 1986 240 Station wagon 'Ron' has been our transport and sleeping accommodation, and has so far clocked over 6000kms, and we haven't even started the trip proper!

You can follow our journey on our Facebook Page, 'Adventures with Ron'

*Bill and Elisabeth Shepherd*



I'm Going Home in 2017...

Are you coming with me?



A Note from the Yellow Volvo:

I am tired but elated from my involvement in the 2017 Rally. I was proud to welcome so many to Warwick and trust that all travel was safe.

Thank you for giving me the privilege of being the welcome car and I look forward to taking part in the next National Rally.

*John & Estelle Dempster*



## One of Ours:

The Volvo 740, had originally been intended as a replacement for the long-lived 240, it was not meant to be however, as the 200's proved too popular and continued to be sold alongside the 700's until they were eventually replaced by the 900 in 1992. The 240 continued until 1993.

Despite not quite taking off as intended the 740 (and it's 760 sibling) sold in great numbers and in a great variety of specs and trim levels. The most popular being the GL, Turbo and the luxurious GLE. Several engines were available across the range including multiple iterations of the same trusty 2.3L (2.0L in some markets) 4 cyl OHC redblock fitted to the 240 and the 2.8L PRV V6, there was also a diesel version but we never saw this in Australia.

Late 740GLE's had arguably the best version of the redblock, the B2304, it was essentially the same as the earlier motor but was fitted with a twin cam 16 valve cylinder head. In standard form it made only slightly less power than the Turbo engine, unfortunately Volvo never paired up the B2304 with a Turbocharger.

Bede's 740GLE is one of the tidiest examples of this late, high spec car. "I bought the car in 2012 from a car dealer in Sydney, I freighted it up with CEVA and picked it up from the South Brisbane depot" Readers of earlier editions of this magazine will understand that Bede has not always had great success transporting Gold Volvos up from NSW, his 264GLE was rear ended while in transit a couple of years later. Fortunately this one went smoothly.

"I bought my first Volvo, a 1976 244DL, in Canberra in 1982, I've always liked the solid feel they have, (my previous car was a Datsun 1600) and their safety & reliability", "I took a brand new 740GLE to the 'Wheels' car display in Canberra on behalf of the ACT Volvo Club and absolutely loved the car", "Gold is my favourite colour for this model" Bede is now a multiple gold Volvo owner.

The car was in good shape when purchased but Bede has left almost nothing untouched, "I have replaced cam belts, front springs & shocks with bump stops and dust covers, exhaust system, brake master cylinder, tail light assemblies, rear engine oil seal, universal joints, battery, overdrive solenoid, seat belt buttons, oil cap washer, headlight and driving light bulbs, front tyres, diff and transmission oil, O2 sensor, brake pedal rubber, fuel gauge sender, reservoir cap, washer nozzles, rear brake callipers and all suspension bushes", "I have repaired the roof liner, drivers seat, flame trap, brake light wiring, front brakes, LHR wheel bearing, central locking and RHR power window", "I have also had the car interior detailed when I first bought it and, after the oil leaks were fixed, had the underneath pressure cleaned". This makes for a very clean and well presented car.

A run on the Dyno last year produced around 100rwhp but Bede has big plans and has already purchased a Toyota Supercharger he plans to install....

something that is close to my heart.

*Rob Eldridge*



Owner: Bede Maynard

Vehicle: 1990 Volvo 740GLE "Inga"

Engine: 2300cc B2304 16Valve

Trans: 4 spd Auto

Colour: Gold

Interior: Beige

Wheels: 15 x 6.5 'Rigel'  
with dinner plate hubcaps

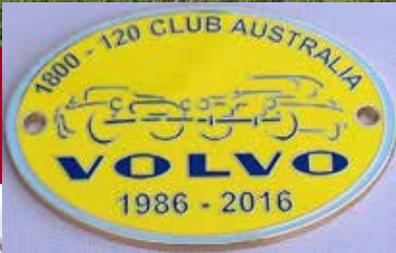
Mods: King springs  
Monroe GT shocks  
Superpro suspension bushes  
23mm front sway bar (960)  
19mm rear sway bar (940)  
Transmission Cooler  
Locking fuel cap  
Window tint  
Seat covers  
Dynamat sound insulation  
Custom left foot rest  
Volt meter and Turbo gauges



# Volvo 1800-120 Club

Celebrating our 31st anniversary

May/June 2017



*Cars and Coffee at Byron Bay, NSW*



*Swap Meet at the Summersons*



## Volvo 1800-120 Club Australia Inc.

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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, there is a furore amongst fans of Discovery Channel's "Wheeler Dealers" show. (For those of you not in the know, this is a show where 2 British guys buy, restore and sell on classic cars.) The mechanic, Edd China, says the show no longer caters to his desire to show workshop procedures on the cars they do in sufficient detail, and so has resigned from the show. It leaves us fans of the show in a limbo, though the replacement promises to be a good guy.

The point this raises is this: these days, the skills to repair our classic Volvos (or any cars older than about 1980) are disappearing at quite a rate. I challenge you to find more than a handful Australia wide, of specialist older Volvo experts. (Fortunately we have club member Peer Skaarup at GLT here in Brisbane). Edd's tutorials on fixing the old cars were always interesting and I for one got a lot out of the show.

These days, I believe the guys in your friendly Volvo Dealer Service Centre are more "techs" than mechanics. They have no idea how to fix older cars.

However, dear readers, it is still possible to learn these skills. Even Yours Truly is studying a course presently to increase my own knowledge, and to gain formal qualification. There are many videos on the internet to watch. There are books (remember those?) you can buy that teach you these skills. Buy an old thing and play with it to hone your skills. It won't matter if you break it.

So, I urge you to investigate the wealth of knowledge out there to ensure you can maintain your old Volvo, or at the least know when you are out of your depth and you should get professional assistance.

Our club is also about fostering this knowledge for the benefit of all. If you have any queries, contact your club and we will do our best to assist. And if you chose to give up on your car, please sell it to someone who can restore it - don't let it rot away, that would be a shame.

It is also good to see another car being saved locally, too. Please check out my Profile column for this edition which explains all.

Bay to Birdwood also beckons in September of this year, and I eagerly await it.

Cars, cars, cars. Is there anything else to talk about?

*Until next time, Volvo for Life!*

*Robert Bakker*

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Mobile: 0417 588 411



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





Club member Costa Pappas newly acquired 1800E

|   |   |
|---|---|
| <p><b>Complete Exhaust Systems</b><br/><b>Original - Sports</b><br/>or <b>Stainless Steel</b></p>   | <p><b>1800 - 120 - 140</b><br/><b>from \$415.00</b><br/>call for a quote for your model</p>   |
| <p><b>Volvo 1800-120 Parts</b><br/>New Parts for your Classic Volvo<br/><a href="http://www.volvo1800-120parts.com.au">http://www.volvo1800-120parts.com.au</a></p>                                     | <p><b>George &amp; Vicki Minassian</b><br/>Ph: <b>07 5524 7158</b> - mobile: <b>0418 225121</b><br/>Email: <a href="mailto:george@volvo1800-120parts.com.au">george@volvo1800-120parts.com.au</a></p> |
| <p>Easy to Use <b>Pictorial Price List</b> <a href="#">Now on line</a></p>  |   |
| Three small photographs of classic Volvo cars. From left to right: a silver Volvo 1800 convertible, a dark grey Volvo 120 sedan, and a red Volvo 140 sedan.   |   |
| <p><b>For all your Volvo 1800, 120, 140 and 164 restoration and maintenance needs</b></p>   |   |
| <p><b><a href="http://www.volvo1800-120parts.com.au">http://www.volvo1800-120parts.com.au</a></b><br/><b>Power Steering, Steering Wheels, Horn Buttons</b><br/><b>Temperature Gauges and Clocks</b></p> |   |

## Volvo 1800-120 Club events for 2017

### May 5th - 7th May 2017

National Rally at Warwick. Please contact Sunshine State Volvo Club for details.

<http://ssvc.org.au/version3/events/>

Some members will be going for the entire rally and others for the Sunday only.

### May 14th – June 6th. Oodnadatta Challenge.

A number of club members will be driving to Adelaide to catch up with the participants in the Oodnadatta Challenge. We will be putting regular updates on the club Facebook page.

### May Sunday 28th - Macleans Bridge at Belmont.

Please contact Robert Bakker regarding this event at - [robert@rblawyers.com.au](mailto:robert@rblawyers.com.au)

<http://www.macleansbridge.com/>

### July Sunday 6th - RACQ Motorfest.

No flyer as yet but the club will definitely be making an appearance this year. Each member has to register individually. When registering please enter our club as "1800-120 Volvo Club" and section as "Other European". To guarantee that we all park together we will need to arrive as a club. This will be organised closer to the event. Contact – [gavinjanson@yahoo.com.au](mailto:gavinjanson@yahoo.com.au)

<http://www.racq.com.au/motorfest>

### July 30th, Sunday – Kennilworth Cheese Factory and Morning Tea.

A drive in the country to Kennilworth for morning tea. We will meet at the BP Morayfield heading north for an 8.30am departure. Travelling along the country roads via Woodford and Conondale, we will arrive at Kenilworth about 10am for morning tea and sample some of Queensland's finest cheeses and yoghurts. The trip home is at your choice with those returning towards Brisbane travelling via Maleny and Beerburrum.

Please RSVP – [gavinjanson@yahoo.com.au](mailto:gavinjanson@yahoo.com.au)

### August Sunday 27th - Summersons Classic Car Day

This is a fabulous day, huge variety of classic cars. BBQ lunch available for sale from The Fassifern Valley Rotary Club. BYO drinks & picnic chairs.

You must RSVP directly to Neil Summerson [nesjas@bigpond.net.au](mailto:nesjas@bigpond.net.au)

### November Saturday 25th 2017 - Sixties Party

Sixties party at St Johns Lutheran Church Hall, 24 Levington Rd, Eight Mile Plains. Hope you will attend, great opportunity to catch up with other members. Lots of motels nearby if you wish to stay overnight. Please mark this date on your calendar.



### Club Polo Shirts

Our all new Polo shirts celebrating our Club's thirtieth anniversary are now ready. Sizes available are M, L, XL and XXL. Price is \$42 including Express Post to you.

If you would like one (or two) please pay into Club bank account (Details below) and email George [ozamazon@tpg.com.au](mailto:ozamazon@tpg.com.au).

**IMPORTANT: Please use your NAME as reference**

Volvo 1800 120 Club - National Australia Bank

BSB 082837 A/c 833499571

Reference 'your name'

## Cars and Coffee at Byron Bay, NSW



Photo Rob Howard

Duelling Dark Green 123GTs on the way to Cars and Coffee at The Farm just outside Byron Bay, NSW.

Some of us met up at the BP in Chinderah and headed down on the highway, getting there nice and early and a line up on the first row. We were soon joined by Robert and Tina Bakker in their 1800E and David Leneman also in his 1800E. Later on Alan Milligan arrived and we all shared two tables at the Three Blue Ducks restaurant next to the display area for a well earned coffee, Danish pastries and breakfast for those who missed out on breakfast due to the early start.

Some Club members might also remember Allen and Heather Edwards who were one of the earliest members of our club and owned several 1800 and 120 models in the 1980s and 90s. This time they were there in their superb Cortina GT that won them the people's choice award for that day.

A great time was had by all and we had a lot of interest from people about our old Volvos.



# Oodnadatta Challenge

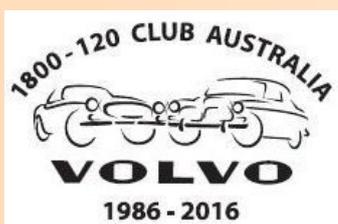
## 1800 - 120 Club FINAL Route

### OODNADATTA *Challenge*

The Volvo 1800-120 Club is meeting the Dutch group in Adelaide. We'll be driving from Adelaide to Melbourne with them, then we'll wave 'good bye' as they drive to Canberra.

After leaving Melbourne, our group will be stopping at Healesville (for morning tea), War-ragul (overnight), Lakes Entrance (overnight), then taking the coast road to Bega (for morning tea) and finally Shell Harbour (overnight).

Any one wishing to join us at any of these places for morning tea or dinner, please contact Gavin Janson [gavinjanson@yahoo.com.au](mailto:gavinjanson@yahoo.com.au) **Mobile 0408 763963**



Gavin Janson 1991 240 + Caravan  
Ian & Pat Beiers 1961 122S  
Rick & Tony Forno 1966 122S  
Neil & Jenny Summerson 1966 122S  
George & Vicki Minassian 1970 142S  
Alan Milligan 1989 740  
Heather Worth & Glenda Lawrence 1968 122S



# VEHICLE PROFILE *by Robert Bakker*

|                    |                                 |
|--------------------|---------------------------------|
| <u>VEHICLE :</u>   | <b>1800S (1967)</b>             |
| <u>OWNER:</u>      | <b>RRR</b>                      |
| <u>CHASSIS:</u>    | <b>022025</b>                   |
| <u>ENGINE:</u>     | <b>B18B</b>                     |
| <u>TYPE:</u>       | <b>183352M</b>                  |
| <u>COLOUR :</u>    | <b>46 (CHERRY RED)</b>          |
| <u>UPHOLSTERY:</u> | <b>4553-881 (BLACK LEATHER)</b> |



It is difficult to resist a project. Sometimes the car just sings out "Save me, save me!!" and well, you know the rest if you are into old cars.....

Our profiled vehicle this month is "Simone", a nice 1967 1800S. She has travelled all the way from Perth to be with me.



Simone is completely standard in spec, right from her B18B, to her black leather seats and M41 4 speed plus overdrive gearbox.

In the coming months, this beauty will be subjected to a restoration. She needs a good paint job, new rubbers and a few minor mechanical issues sorted out.



She has had 3 previous owners (all women!!) who have maintained her well. It is really just her appearance that is letting her down, much like an old movie actress who is "past it". Unlike that unnamed actress, some love and attention will restore her former glory.

She joins the fleet for a while whilst this occurs. In 1967, Volvo introduced the 123GT. These cars were supposed to be P1800s in a 120 shell. Well this was certainly the case here, as I pinched some parts off my GT to make Simone go, as she had some problems when she arrived - all good now though!!

The finished car will be profiled in coming months.

## A MISSED OPPORTUNITY?

In the early days of the Volvo 120 Club there were numbers of "unfound" cars which today are fast disappearing. This is a story of one of the episodes in my Volvo participation where , if I had known, I would have kept a rare car.

Today the knowledge that club members have is much more sophisticated ,mostly, no, i correct myself, TOTALLY because of the dedication of my friend George Minassian and his enthusiasm for the Volvo marque.

Very early in my Volvo owning days when I would have owned over that period about 5 to 8 Volvo 1800's and 120 cars I received a phone call from a club member Ron, in Sydney ,to say there was a dark blue Volvo 120 two door sitting in the front yard of a property near his uncle. Was I interested?

No other information was available about the car so I asked Ron to see I it was for sale and how much. Ron got back to me a few days later to say the car was unregistered, had a dent in the roof and the owner want \$600 for it. I said to Ron if I sent the money to him would he buy it for me and then I would arrange transport to my place in Brisbane?

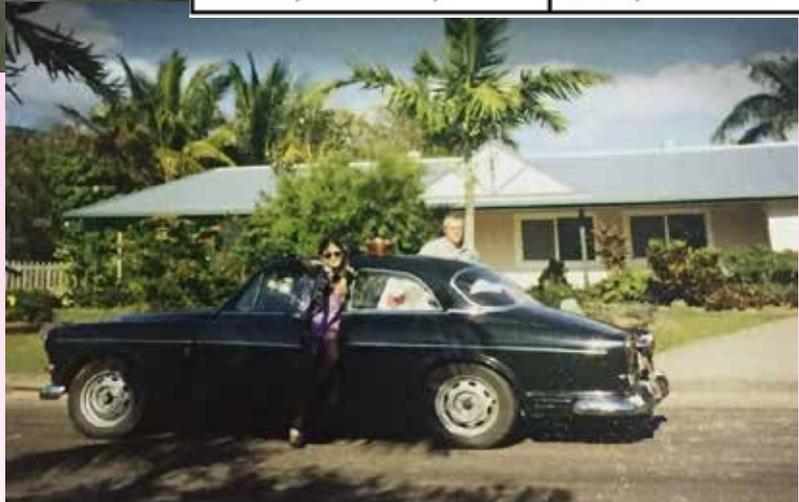


*Above: Car as it arrived from Sydney to Brisbane.  
Note extra fuel filler cap for large fuel tank in the boot, rhs of rear screen.*

*Above Right: Delivery details of car when new from Sweden*

*Right: Car in Far North Queensland with new owner Patrice Ryder*

|                     |                  |
|---------------------|------------------|
| Model               | Amazon 2-Doors   |
| Chassi no.          | 255901           |
| Type                | 13234            |
| Colour              | 95               |
| Upholstery          | 417              |
| Engine no.          | 19175            |
| Gearbox no.         | 351744           |
| Body no.            | 255301           |
| Reported OK         | 27 February 1967 |
| Date of dispatch    | 5 April 1967     |
| Country of delivery | Sidney Australia |



The deal was done and the car eventually arrived at my house in West Chermside. It was dark blue at the time but I could see it had been a very light blue. It had a large tacho close to the "A" pillar on the drivers side, a double sized fuel tank with a filler on the drivers side of the car and had a broken front ,heavy duty , coil spring in the suspension. Otherwise it appeared standard.

My first impression it was a rally car of some sort but did not think of the significance of that. George was in the beginning of his extensive data gathering so I didn't take the history of the car any further.

At the time i was fussing about with my 1800 and 120 and only thinking how I could make use of the engine out of this new possession which had an engine number V00001. I repaired the broken coil and removed the motor for future use,

## Volvo 1800-120 Club Australia Inc.

Another long time friend Allen Edwards was looking for a 2 door 120 so, having another spare engine I had purchased from the Blue Mountains in NSW, I made the car roadworthy. Alan put the car into a panel beaters, removed the ENTIRE roof, replaced it and painted the car dark green if my memory is correct. It turned out a great car.

Allen was a little more savvy than me because he subsequently sold the car to Patrice Ryder, a Frenchman living in Far North Queensland. Patrice returned home and took the car with him so the 122 now resides in France. The car apparently had been a specially prepared Volvo factory rally car. To this day I would like to know its full history.



What happened to the motor do I hear you saying? Well I had the motor professionally rebuilt and received extraordinary comments from the engine builders. The motor had been totally balanced internally. Engine number V00001 should have been a clue. This was one engine I was going to do something special with.

Unfortunately an upset in my family life saw the end of my Volvo days at that point. I sold the engine to Rick Forno who had succumbed to the prompting of fellow club members and had purchased an 1800. The engine went into this car.

Rick was never an advocate of the 1800 as he had difficulty getting in and out of it and his first love is his 120. A car he just pipped me to buying a long time ago.

However there is now a white 1800 owner in West Australia who does not know exactly what he has. The engine to my mind is worth much more than his car.

One of a number of cars I should have kept.

Regards

**Wayne Luckmann**

# A 1968 1800S restoration



Last time I was asked to totally restore a car was in 2010 when club member John Earthrowl, whom I had never met at the time, rang and asked me to make his 'owned since new' 123GT look and perform as it did when he drove it for the first time in 1968. That took 13 months to complete and now the car is owned by Gavin Janson in Brisbane.

Another phone call about six weeks ago from Nigel, the grandson of a 1968 1800S original owner, had a similar ring to the last request in 2010. Last time that I saw this very original light blue 1800S was at our first Rally in Tamworth in 1989. It was then owned and driven by Nigel's mum Sue. So, the car was bought new by Sue's dad Mr Harris of Camden, was Sue's wedding car and owned by Sue after that, brought Nigel home as a newborn and used as daily transport for Sue and the kids and after that Nigel ended up with the car.

The car had been sitting in a shed for almost twenty years and when Nigel rang and told me that he is from Cessnock and that's where the car is, I knew exactly what car it was. He was taken by surprise when I said "is that the light blue 1800 that Sue Harris owned" He said yes that is his Mum.

The car was loaded on a transporter and arrived here at Tweed Heads looking the same as I saw it in 1989 and this photo with Sue carrying her daughter who is now 28 years old.

The car, although worn out mechanically and needing the front seat and top dash pad redone, looked like you can jump in it and go for a spin around the block. After closer inspection I felt it is time to restore this to its former glory. So I commenced stripping it down to evaluate what is needed and waited for Nigel and his mum Sue to drop in so we can go through the car and decide what has to be done. At first I thought a good cut and polish and some repairs/paint to some sections could see this almost rust free car's body done. But it was decided that a full external body and engine bay paint job would be the right thing to do.

So this is going to be another big project. I am stripping the car further at the moment making it ready to go to the paint shop. Most chrome work and SS items removed. Almost all pieces cleaned and polished well, wrapped in newspaper and stored for when the car is ready to be put back together. The bumper bars will need re-chroming though. It's amazing how the colour comes back to seat belts when they are washed with warm water and detergent and put out to dry in the sun. See photo. Once all the glass and the rest of the interior comes out, Robert Bakker has promised to come down from Brisbane and help me take out all the mechanicals so that the engine bay gets a fresh coat of paint too. By



the way, the engine fired up almost straight away once fed some fresh fuel from an external fuel container and compression on all cylinders was between 160-170. So all good there, although a fresh camshaft, followers and timing gears will be all that is needed for the engine with new gaskets all round of course. I will follow with extra reports on the progress as we go along.

**George Minassian**





# ROBERT'S REPAIR RAMBLINGS

The humble fan belt has come a long way over the last 50+ years.

In our oldest club cars, we have a single belt that drives the water pump and little else. (more on these later, though).

Today's beastie utilises a "serpentine" belt, so called because it twists and turns over a number of pulleys like a snake.

With the advent of power steering, air conditioning and pollution air pumps from about the '70s onwards, belts became more and more complicated, to the point where on some cars (eg a 264 or a later 240) there are 4 belts all doing their thing.

The problem with all this is that these belts need to have their tensions checked and set at service time. This adds to the bill from the humble mechanic who charges by the hour.

With the advent of the "white block" motors from Volvo in the 90s (ala 960, then 850 and so on) Volvo changed to the serp belt. These belts save room, and also tension themselves constantly via a tensioner built in to the path of the belt, saving service time (and money).

However, all is not perfect when it comes to belts. I have noticed that replacements for the earlier fan belts do not fit into their groove as well as we would like, which means the belt needs to be "run in" before it works

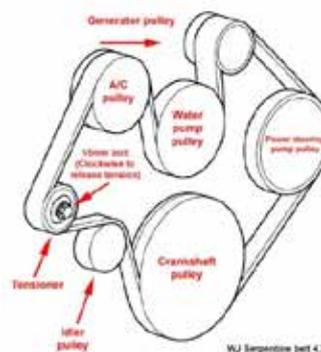
properly. The problem is that this means it has to be retensioned until it fits otherwise it squeals and leaves a mess under the bonnet.

These belts also have a tendency to be noisy as they become harder and dry with age.

I have also seen a similar problem with the later serp belts, notably some aftermarket ones whose ribs aren't quite identical to OEM. Again, the owner is visited with problems of squealing - embarrassing to say the least.

One thing they do have in common is still the need for routine inspection. When the belt wears it will also decay and crack - leading ultimately to its failure. Bad in any case as this usually means no water pump in an older car, and no power anything in a later one.

It only takes a moment to lift the bonnet and look at your belt to make sure it is solid and crack free. This moment of care could save a catastrophic roadside breakdown!



# Volvo Car Club of NSW - Presidents Patter



Hello members, Jan and I have just returned from a holiday to Egypt, Israel and Jordan – amazing sights to be seen and places to go and we weren't shot at once.

Now I have a bit of venting to do-----

Recently I was introduced to the **I Roll Volvo Group** Facebook site – that

states that the members or friends of this closed group exist for one thing and that is their love of cars and in particular **Volvos** – so you can imagine my surprise when I read that there are people with not just cars on their mind but, some sort of personal agenda against **OUR CLUB** and who don't really care for "**Brand Based Clubs**". Which begs me to ask why then are they members of this group? Clearly they are misinformed or are misdirected or both.

This is supposed to be a SOCIAL MEDIA but I found it to be very UNSOCIAL MEDIA. Isn't it so easy to take potshots at individuals or organisations from the sideline when these 'critics' don't have either the maturity or commitment to GET INVOLVED and if there is something that they think can be improved then work to improve the situation within the organization of the club– not take the CHEAP and EASY OPTION on line where nothing comes from their comments.

Yes can anyone imagine why and what anyone would want to criticize OUR CLUB for??? Beats me but

...So I have some words of wisdom for these misinformed fellows -----

**First** and foremost;-Hey guys just so you know; The **I Roll VOLVO Group** Facebook site is about Cars – and in particular **VOLVOS**, 'cause we like 'em and sharing & caring for one another – helping out one another where we can with parts and technical info.

Do people really care what they think about how a club is run?

**Secondly** – You may be surprised to know that the **Volvo Car Club NSW** has members who do not have Volvos – Yep, shock horror, some own Fords, Mercedes Benzes, Hondas, Toyotas, strange little blue car thingies and even VWs and BMWs. Crikey! bet that will upset a few of you-- better get 'on line' and criticize that as well.

**Thirdly** .-The **Volvo Car Club NSW** makes a considerable contribution to the magazine '*Rolling*', however Volvo Car Club Victoria does take the lead role because it is their magazine and it receives all or part of the advertising revenue all states generate.

Have any of you made a recent contribution to 'Rolling'? Or come along to a club meeting or got onto a club committee and put forward your thoughts in a mature forum. I don't think so. Also we could do with some assistance with editorial – maybe one of you critics would like to volunteer?

**Fourthly**, and I am not sure who these prophets are but why do they wish to vent their unwelcome and largely meaningless views of **OUR Volvo Car Club NSW** in these pages? – If you are members of this club then your **public** criticism of OUR CLUB may land you in breach of our constitution.



**People make things happen.** People make commitment and take on responsibility to make sure events happen and clubs flourish both socially and financially. These are real responsibilities where we are a small part of a much larger organization being the Australian Council of Motor Clubs that also makes things happen like the concessional registration schemes and now for modified cars.

Lots of people – volunteers - have spent thousands of hours making these schemes happen for the benefit of a vast group of people in all types of 'BRAND BASED' and non-Brand Based Motoring Clubs saving thousands of dollars in registration and CTP fees for classic car enthusiasts.

You 'on-line' prophets may not know that members of our **VOLVO CAR CLUB NSW** have been at the pointy end of this program for several years.

And thank goodness for the fine people that we have as members of **OUR CLUB** and the excellent events we arrange every month. (Holy cow Robin – where did all that come from?)

Finishing on a lighter note.

*See you on the highways of life – just keep your timing right.*

*Ted Warner President and proud of it.*

**PS** We heard the sad news at our last well-attended meeting – I think 30 plus- that Graham and Kerrie Jeffries are moving North to annoy George Minassian. There were hugs and tears as Graham and Kerrie have been fantastic supporters of OUR CLUB and great friends and we will miss them. They promise to keep coming to events whenever possible.



# Volvo Car Club of NSW

## COMMITTEE 2017

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Affiliate of the Council of Motor Clubs

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

**All Mail to:**

12 Mayfield Avenue  
Pymble NSW 2073

## Monthly General Meetings



140 Rockwood 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



|  |                                   |                                   |   |
|--|-----------------------------------|-----------------------------------|---|
| Gerry Lister<br><b>1800 Series</b>     | 02 9499 6666<br><b>122 Series</b> | 0412 221 211<br><b>140 Series</b> | <a href="mailto:info@volvodownunder.com.au">info@volvodownunder.com.au</a><br><b>160 Series</b> |
| Alex Shevlin<br><b>240 Series</b>      | <b>260 Series</b>                 | 0403 685 909<br><b>740 Series</b> | <a href="mailto:alexshevlin@hotmail.com">alexshevlin@hotmail.com</a>                            |
| Kevin Elliott<br><b>850 Series</b>     |                                   | 0414 571 745                      | <a href="mailto:khelliott@hotmail.com">khelliott@hotmail.com</a>                                |
| Megan O'Donnell<br><b>940 Series</b>   |                                   | 0449 600 386                      | <a href="mailto:modonnell@trivett.com.au">modonnell@trivett.com.au</a>                          |
| Mike Mitz<br><b>General Technicals</b> |                                   | 0433 116 763                      | <a href="mailto:americanmike@gmail.com">americanmike@gmail.com</a>                              |

# Social Calendar for 2017



**May 21st - National Motoring Heritage Day - Berry Showground**

The Club has purchased 10 tickets at \$5 per car.  
Follow the link for more information: <https://sites.google.com/site/shoalhavenhistoricvehicleclub/>

**June (date to be advised) Lunch at Solitary Restaurant , Leura**



**July 22nd - Christmas in July**

It's back to Oberon. A most enjoyable weekend and definitely a repeater.  
Keep your eyes on the website and email for more information a bit closer to the event.

**August 13th - Shannons Sydney Classic**

The CMC's main event. This is a must. With over 1700 cars; garages chock full of merchandise and heaps for mum and the kids to do it's a real family day out, and there's ka chance for a trophy if you enter into the Concours. This Concours is one of the top 3 in the Country and the Judges love originality so, your classic drive doesn't have to look like it came off the showroom floor. So, give it a go. Entry is just \$20 per car.



**September (date to be advised) Mystery Bash**

**October 14th - Picnic at Wally's Dreamworks at Warilla**



**November 4th & 5th - Classic Yass (More details to come)**

**November 25th - Christmas Party - Glenmore Park**

It is yet to be 100% confirmed but, it looks like Tony & Olga (at Glenmore Park) have so much fun hosting us for Christmas that they are inviting us again in 2017. Tony & Olga we really do appreciate your generosity in hosting our Christmas Party. A big THANK YOU from everyone.



## Things to remember.....

**The Oodnatta Bash** – some of us are going to coordinate a meet up with the group down the south coast for the drive up to Sydney. Syd and Ted are going – so let us know if you want to join us.

### Christmas in July

If you are going to Oberon for Christmas in July please let Dani know so we can conform booking numbers.

### Shannons Classic at Sydney Motorsport Park – August

We have booked 30 tickets – make sure you get one reserved for you as they go really fast.

We also have a garage booked and this year will attempt to win the award for the best garage – suggestions invited – does anyone know where we can get hold of a Crash Test Dummy???

### Yass Bash

Also for the Yass Bash in November, we have booked 9 rooms and they are filling fast – get your place or see if you can get something else if you want to come – sounds like it is going to be an amazing event.

### Graham Bennett---

Take 5 minutes and give Graham Bennett a call as he has just been through a knee replacement and is convalescing at the moment. We wish him a speedy recovery and hope he is back on his feet soon.

Especially since his P1800 – another RED one is currently at Wally's Dream Works getting a nice new paint job.

# National Motoring Heritage Day

A Tribute to Australia's Motoring Heritage

Sunday, 21st May 2017



## 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
- \* Memorial Park, The Entrance
- \* Bella Vista Farm



## Council of Motor Clubs Presents

### The Shannons Sydney Classic



Sunday 13th August 2017

7  
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 & the Free Spirit Markets.
- ♦ Live music throughout the venue.
- ♦ 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.
- ♦ All the services will be there; SES, RFS Marine Rescue etc.

General Admission \$20

Free entry for kids under 12 years  
& Free Parking.

For your chance to win a ride in a classic car  
pre-book your ticket on line at

<http://www.sydnevsmotorsportpark.com.au/boxoffice/>



# Gnoo Blas Classic

We all love a challenge – don't we??

The Gnoo Bas weekend was just that – a real challenge for men and women and machines – well it was for some.

In order to bolster the number of Classic Volvos on display Jan and I offered to Gerry and Margarita to drive our Green 122S to Orange.

Gerry informed us on the Friday morning that he needed to make a few stops on the way – the first at Hazelbrook to check out an early 122S that was for sale and then at Oberon to finalise details of the luncheon on Sunday.

The drive from home to Pymble was dry and warm – not too hot but it was going to get a lot hotter! I need to add that another club member – Simon Agar in his very nice early model Grey 1800 as well as Gerry and Margarita in the 122S, were part of the entourage. It was raining by the time we arrived in Hazelbrook, but the hospitality of our guests and the fresh sultana cake and cups of tea made the stopping most pleasant.

We left with darkening skies to the West – just where we were headed.

Travelling was very hot but the aircon in these early cars works – sort of – (read quarter vents open) so long as the vehicle keeps moving and the occasional spray from a misting sprayer.

The weather was hot and a bit of rain then as we were driving up the hill out of Wentworth Falls there was this massive almighty crack just to the left of our car accompanied by a brilliant flash of blue light.

It made me wince and raise my shoulder to the noise as I thought something was about to come through the window. Jan sort of ducked but one can't do much ducking for cover in the cabin of a P1800. It was a lightning bolt!!!! We later found that it had hit the pole at the side of the road and flashed onto the road – I think I used the F-word as Jan thought someone had fired a shotgun at us from the side of the road – which is just what it sounded like. I think she used the S-word.

But we did not stop! Onward, ever onward!!!

The turn off to Oberon just the other side of Mt Victoria saw us heading into worsening weather –

The sky was black and just a tinge of anxiety entered our psyches. We had both of our beloved classic cars on the road and what if there was HAIL !!! F\*\*K said I – when a few clacks were heard then a few more – clacks that is and then it hit us – as we drove into this darkening cloud that was low cloud. Apologies for not grabbing the iPhone and recording it all – the sound was deafening – we had to close the windows and quarter vents – so the cabin fogged up – the hail wouldn't stop and every few seconds there was a louder clack- CLACK – I saw masses of pea sized hail streaming down a road cutting through the fog – then the side of the road disappeared.

Just as an aside, we were following 3 Bushfire trucks that were ahead of us somewhere and I needed to keep watch for the flashing blue and red lights – visibility was zero – but we daren't stop. Jan had manned – (can a woman man something?) anyway she grabbed the demisting microfiber cloth and kept the screen clear on my side – I am not sure what for because I couldn't see anything ahead of us anyway – I just kept looking for the centerline on the road – occasionally getting a faint glimpse of it . We saw other cars on the other side of the road sheltering under trees but we couldn't see our side of the road – then water rained down on my right leg – just below the small vent. I started to think about what I was going to say to Wally about leaking windscreens, but my focus was on this road and getting through safely ! I think I may have said the F-word a few times more and maybe Jan did say the S-word a few times too.

I can't recall ever being in a worse situation before. I figured we just had to keep going and we would drive out of the storm. I had visions of two cars with hail dimples all over them on display at Gnoo Blas.



# Gnoo Blas Classic

By the time we arrived in the township of Oberon, the sky was clear and the cars, that only the day before had been washed, polished and detailed, were filthy but much to our joy not a dimple anywhere. We had been spared.

As for the leaking window, it appears that several – read most of the P1800 drivers experienced the same wet leg syndrome at about the same time of the downpour. Later on my return home I found both drain-pipes in the air plenum had sealant largely blocking the outlets, this fault is now rectified.

The band of brothers and sisters who attended the Gnoo Blas Classic numbered 14 cars. The standouts being Kevin and Hettie in their lovely 'French' blue 145 Volvo Service Vehicle.

It was great to see Harold and Jenny in their very nice 240GL. There were other Volvos on display with other clubs so there was a considerable presence of Volvos.

Oh by the way, we did get up early on Saturday and washed the cars – thanks for the buckets Les!

The judges on the day were Spencer Martin as well as Phil Brock and maybe one other, however when the announcement of prizes came to the best display apparently the decision of the judges was unanimous – Volvo won the day!!

All the brothers and sisters were forced to "endure" a Mayoral reception which also included the (young) crew of the Hercules aircraft that flew over the event at 250 feet on the day. These young men and women were so informative about their roles in the air force. Then onto the dinner.

The guests speakers at the Saturday night dinner were Spencer Martin, Phil Brock (one of Peter's brothers, and Mark Webber's Dad. Spencer was a mine of information and has had an amazing life in motor sport both here and internationally.

Phil Brock was a successful race driver and also was the stunt driver for the Mad Max films and had a successful life in motor sport.

Mark Webber's Dad told the story of how he introduced Mark to go carting and the amazing amount of support needed to get him into Formula 1 motorsport. The format of them being interviewed made the presentation really interesting for everyone.

Next morning we had a sort of drive around Orange and oooo'd and aaaaa'd at the beautiful houses in the town. Then off to Oberon for a very nice luncheon put on by Warwick and Narelle at the Angus Stud, and followed up by a demonstration of wood carving with a pair of chainsaws by one of the local 78year olds. Thanks to Gerry who really was the momentum behind this weekend, organizing the luncheon which was considerably more pleasant than Sunday's in previous years, and the 7 bottles of wine each car received thanks to Gerry's negotiations with John Davis. This is why Gerry got to hold the trophy!!

The drive back to Sydney was again very warm. At the turn off to Bells Road at MT Victoria there was a very large black snake sunning itself on the side of the road.

We all made it back without incident and I should mention that Joe Cilia and his partner Jen also attended in their VOLYOTA seems it is in the same category as the VONDA.

A great event and a good and exciting weekend was had by all.

Remember to keep your points properly adjusted.

**Ted Warner**



At the event ..



# Gnoo Blas Classic



At the ranch ...



## Words of Wisdom

Long story short, I took the car out a few days before the trip to Orange just to make sure all was well as you do. As it happened . . . it wasn't.

After a short drive with a misfiring engine, thinking it was a fouled plug, I decided to blow the cobwebs out (luckily in my street) by lots of revs in first gear and during the change to second I was greeted by a very loud bang and lots of grinding noises (no not the coffee type).

Thinking I had blown a timing gear and the trip to Gnoo Blas was starting to look as if it would be a non-event for this little red 1800 – I set to work.

After dismantling all the ancillaries, water pump and timing cover only to find all intact I began taking the engine out thinking I had broken the crankshaft. I lifted the car onto blocks (cursing lack of hoist) to remove the tail shaft and gearbox.

This done I was very surprised and relieved to find that the flywheel had parted company with the crank shaft. Something that I have never even heard of before.

A check with the manual shows that there are no lock washers, tabs or wiring on these bolts. I think that some past restorer has over torqued the bolts to the point that weakened them. So after purchasing 6 new Bolts \$6 and a bottle of Loktite \$8 plus many hours in 40+ degree heat, there was just enough time to jump into the shower while the wife packed a bag and a friend put a hose on the car before hitting the road for a very enjoyable weekend.

P.S. now safely returned home the rough engine problems have been found to be air getting into the Fuel Injection system due to hardened seals which have now been replaced.

Work and Prognosis courtesy of Alex Shevlin "Volvo Mechanic Extraordinaire". Thanks Alex.

This is the car 2 hours before getting in the shower



This looks like the cause of the problem



Amongst the REDS at Gnoo Blas with my RED 1800 T-Shirt

*Note by editor*

*What a great example of determination to get to the event. Well done Mike and Angela- enjoy the wine!*

# Column 9¾

Just thought that I would annoy our members with bits of non-essential stuff that might be of slight interest. Most / some is associated with the Orange event.

*(Just as an aside, this is my second attempt as just a few minutes ago this program froze and I lost the lot! @\$%&^\*() \$###@= good grief.)*

Nice 1963 Volvo 122S we saw at Hazelbrook.



Amazing race boat on display at Gnoo Blas.



The business end---



Specs!!!



Stop the presses!!!!  
I have discovered the answer to classic car air-conditioning.  
It is the hand meld misting fan !!  
Available for under \$20 on eBay.

How good is this ?????



Standout car of the day, but that rear suspension certainly looks sagged – yes I said “sagged” however I am advised by the owners that the vehicle had an extensive history as a “service” vehicle????  
Hummmmmm!

# Column 9¾

Now – what is wrong with this photo ?



Yes it is of a RED vehicle but look closer at the “alleged’ driving light

See the omission??

Perhaps it is due to the fact that this car has never exceeded 60mph in daylight, let alone nighttime- !!!!

Unfortunately this next car was photographed back to front – or something ??????



This next photo is self-explanatory.



Here is another interesting photo at Gnoo Blas.

The owner is explaining to two riveted onlookers that the small light fitting under the bonnet originally came from a World War 2 British Bunker.



Our wonderful wives are working out what is the next event they are going to and what they will be wearing so that their outfits do not clash!!



AND look at this ----  
Cant imagine why I have included it, because it is not really relevant- but what the heck –

PS If any member would like a snippet included in COLUMN 9¾ please forward to me and I will tidy it up.

Hope you enjoy.

Ed

Just in case you thought you had had enough . I kept the best for last \*\*\*\*\*



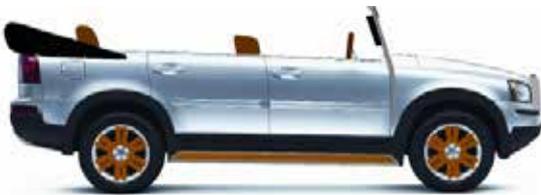
STOP PRESS \_ LATEST BREAKING NEWS –

Well it was on Wednesday night A big thanks to Brett Coady for his donation of a radio control Model XC60 to be used as a fund raiser. More news later.



# Dion's imagineering: 90 years of Volvo

Dion has combined various models from across the 90 years of Volvo to create some rather unique models. See if you can work out the models and years in each picture. Many thanks Dion for the hours of work that have gone into creating these images.



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# Dion's imagineering: 90 years of Volvo



Some help unscramble the mix and match!

- OV4 1927 TO 1929 - XC 90 (2007)
- 120 1957 TO 1970 - S40 (2005)
- 1800 1961 TO 1973 - C70 (2007)
- 145 S 1968 TO 1974 - V50 (2008)
- 242 1974 TO 1984 - S60 (2005)
- 262 1975 TO 1981 - S80 V8 (2006)
- 850 1991 TO 1997 - 145 EXPRESS (1970)
- PV 445 DUET 1949 TO 1969 - XC 60 (2009)
- 480 ES 1986 TO 1995 - C30 (2008)
- PV 444 1944 TO 1965 - S60 (2010)
- 164 1968 TO 1975 - S60 R (2003)
- 245 1974 TO 1993 - V40 (2002)
- 360 1976 TO 1991 - V60 (2010)
- V70 XC & XC 70 1997 TO 2005 - 66 (1975)



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The Volvo OV4, the first of (and off) the line, and notice that the driver is wearing a hat.



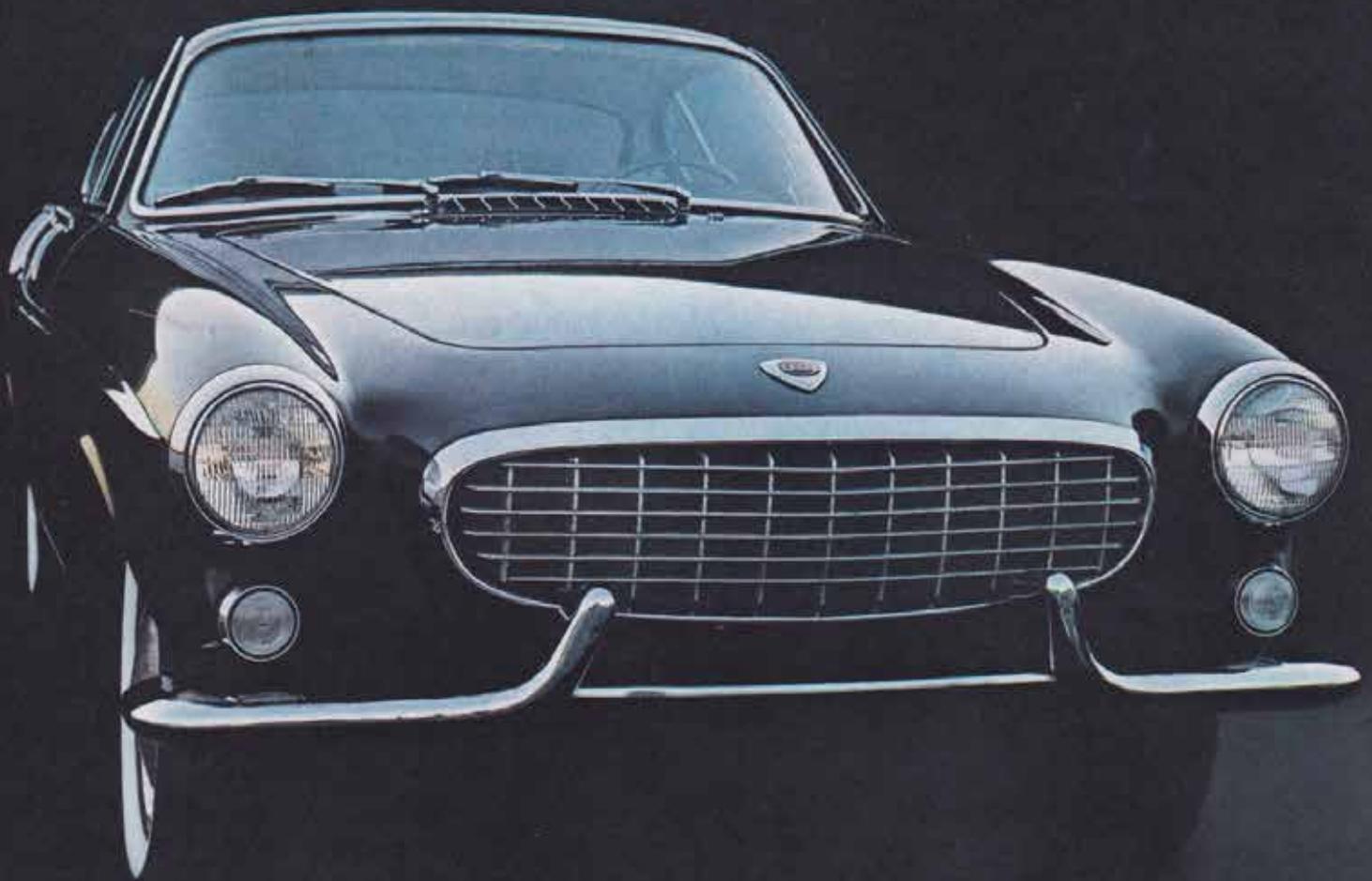
## A Volvo Poem

There is something in a Volvo  
That builds confidence inside.  
A feeling other envy,  
So they constantly deride.

No doubt you've heard the  
comments,  
Of those who drive the  
average car.  
"Do you really need your lights  
on,  
'Cause you're blind and can't  
see far?"

So let them make their  
comments  
Burn with envy deep inside,  
We'll continue with our Volvos  
For a safer, smoother ride.

Anon



**This is either the most expensive economy car in the world,  
or the least expensive Gran Turismo car in the world.  
We'll sell you either one.**

Loafing at 70 mph, the Volvo P1800 gets 29 miles to the gallon\* — better gas mileage than a Volkswagen gets at the same speed. Yet Road & Track magazine calls the P1800 "a very civilized touring car for people who want to travel rapidly in style, a Gran Turismo car of the type much in the news these days — but at a price that many people who cannot afford a Ferrari (\$12,900) or an Aston Martin (\$12,500) will be able to pay." So which is it? You decide. If a tinge of guilt over self-indulgence has been keeping you from owning a P1800, repeat to yourself, "It's an economy car, it's an economy car, it's an economy car..." If Gran Turismo prices have been keeping you from owning a P1800, repeat to yourself, "\$3995, \$3995, \$3995!..." \*With overdrive

†Manufacturer's suggested retail price. East and Gulf Coast POE. West Coast POE slightly higher. Overseas delivery available. See the Yellow Pages for the dealer nearest you.



# Classifieds

FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo) – fees waived at the discretion of the editor. Please notify the editor when vehicle or parts are sold.

Editor reserves the right to edit or withhold ads if necessary. NOTE: All standard classified ads will run for 2 issues. If you want to re-run your ad let the editor know!

**WANTED** 240 series dash centre vent, must be WITHOUT the clock hole. Contact: Vic M: 0402 058 261 E: vick@cae.com.au



**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.



RX-93



RX-3AQ



CR-4220

**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



**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. Shedded 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 maintance. 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.

**1979 244GL** Manual with AC. 233260 klms on clock. In very good condition and drives just as good. I'm selling it 4 an 85 yr-old gent with no computer. I hope a member of your club will love this car as much as the one owner has. Asking \$1200 (no reg). Ring Steve 03 57442527, or 0408378126

**1994 850 WAGON - WRECKING** If interested in any parts please contact Graeme Turner, 0490 234 085 or email turnergraeme5@gmail.com

**1800 ES AUTOMATIC** California White, Blue Interior. Reasonable offers invited. (Shannon's valuation \$25,000.) See Volvo Club of Victoria for more details and photos. Contact Gerard Siero, info@gerardsiero.com, 0417 950 061, Burswood WA



**2009 V70 R-DESIGN:** in great condition with only one owner. The R-Design includes a punchy 3.0 litre turbo petrol engine (T6), AWD, sports suspension, sports exhaust (currently running an after-market 3" exhaust - I also have the original R-Design exhaust), specific R-Design interior and exterior body styling and slotted and dimpled front disk rotors with enhanced brake pads. This is a great looking and handling Volvo car. With only 131,600 km on the clock, this car has never been in an accident and always serviced. \$519,990, Vaughan 0425 311 892



**WANTED:** Roll-over bar trim covers for C70 soft-top convertible, trim colour "granite". Please contact Rob Standing. 0414417495



**1981 245GL PARTS** Breaking car for parts. Please contact me with any requests and I'll advise if available. Car is red with tan cloth interior; B23E Auto. Greg Sievert. 0401713595 or email greg.sievert@gmail.com

**122 WAGON PROJECT CAR** \$3500. Contact Dolly Diaz 0412 267 878



**1993 240GL PARTS** Breaking car for parts. Please contact me with any requests and I'll advise if available. Car is gold with tan cloth interior, auto. Greg Sievert. 0401713595 or email greg.sievert@gmail.com

**SQUARE DRIVING LIGHTS** 70 series Volvo. \$100 a pair. Rob Standing. 0414417495



**ROUND DRIVING LIGHTS** 70 series Volvo. \$100 a pair. Rob Standing. 0414417495



**1996 960GL** Champagne gold with fitted lamb's wool seat covers. 197,000kms with FULL service history including receipts since 1998 when purchased. Front brake upgrade for extra safety. Reversing sensors. Price: \$6,000 neg. Phone: Jayant on 03 9886 3585, Mob. 0411 730 307



**\$60R GENUINE VOLVO FRONT AND REAR DISC** new. \$200. Rob Standing. 0414417495



## VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002  
 Seaford VIC 3198  
 Australia

mobile: 0403 814 848  
 email: mark@vptuning.com.au

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# Volvo Car Australian dealers

|                              |     |   |
|------------------------------|-----|---|
| ROLFE MOTORS                 | ACT | <a href="http://www.rolfevolvo.com.au/volvo/">HTTP://WWW.ROLFEVOLVO.COM.AU/VOLVO/</a>                               |
| VOLVO CARS SYDNEY            | NSW | <a href="http://volvocarssydney.com.au/">HTTP://VOLVOCARSSYDNEY.COM.AU/</a>   |
| SVM VOLVO CARS               | NSW | <a href="http://www.svmvolvo.com.au/">HTTP://WWW.SVMVOLVO.COM.AU/</a>   |
| VOLVO CARS PARRAMATTA        | NSW | <a href="http://volvocarsparramatta.com.au/">HTTP://VOLVOCARSPARRAMATTA.COM.AU/</a>                                 |
| VOLVO CARS MOSMAN            | NSW | <a href="http://www.volvocarsmosman.com.au/">HTTP://WWW.VOLVOCARSMOSMAN.COM.AU/</a>                                 |
| PETER WARREN VOLVO CARS      | NSW | <a href="http://www.peterwarrenvolvo.com.au/">HTTP://WWW.PETERWARRENVOLVO.COM.AU/</a>                               |
| ANNLYN MOTORS                | NSW | <a href="http://www.annlynmotors.com.au/">HTTP://WWW.ANNLYNMOTORS.COM.AU/</a>                                       |
| WOODLEY MOTORS               | NSW | <a href="http://woodleysvolvo.com.au/">HTTP://WOODLEYSVOLVO.COM.AU/</a>   |
| VOLVO CARS RIVERINA          | NSW | <a href="http://www.volvocarsriverina.com.au/volvo/">HTTP://WWW.VOLVOCARSRIVERINA.COM.AU/VOLVO/</a>                 |
| MCCARROLLS VOLVO CARS        | NSW | <a href="http://www.mccarrollsvolvo.com.au/volvo/">HTTP://WWW.MCCARROLLSVOLVO.COM.AU/VOLVO/</a>                     |
| JOHN DAVIS MOTORS            | NSW | <a href="http://johndavisvolvo.com.au/volvo/">HTTP://JOHNDAVISVOLVO.COM.AU/VOLVO/</a>                               |
| ALLAN MACKAY VOLVO           | NSW | <a href="http://www.allanmackayvolvo.com.au/volvo/">HTTP://WWW.ALLANMACKAYVOLVO.COM.AU/VOLVO/</a>                   |
| BELLBOWRIE VOLVO             | NSW | <a href="http://www.bellbowrievolvo.com.au/volvo/">HTTP://WWW.BELLBOWRIEVOLVO.COM.AU/VOLVO/</a>                     |
| NT AUTOGROUP                 | NT  | <a href="http://ntautogroup.com.au">HTTP://NTAUTOGROUP.COM.AU</a>   |
| AUSTRAL VOLVO                | QLD | <a href="http://www.australvolvo.com.au/volvo/">HTTP://WWW.AUSTRALVOLVO.COM.AU/VOLVO/</a>                           |
| VOLVO CARS MOUNT GRAVATT     | QLD | <a href="http://www.volvocarsmtgravatt.com.au/">HTTP://WWW.VOLVOCARSMTGRAVATT.COM.AU/</a>                           |
| SUNSHINE VOLVO               | QLD | <a href="http://www.sunshinevolvo.com.au/">HTTP://WWW.SUNSHINEVOLVO.COM.AU/</a>                                     |
| VOLVO CARS SUNSHINE COAST    | QLD | <a href="http://www.volvocarssc.com.au/volvo/">HTTP://WWW.VOLVOCARSSC.COM.AU/VOLVO/</a>                             |
| VOLVO CARS TOOWOOMBA         | QLD | <a href="http://www.volvocarstoowoomba.com.au/">HTTP://WWW.VOLVOCARSTOOWOOMBA.COM.AU/</a>                           |
| MARK DODGE                   | QLD | <a href="http://www.markdodge.com.au/volvo.html">HTTP://WWW.MARKDODGE.COM.AU/VOLVO.HTML</a>                         |
| VOLVO CARS TOWNSVILLE        | QLD | <a href="http://www.volvocarstownsville.com.au/">HTTP://WWW.VOLVOCARSTOWNSVILLE.COM.AU/</a>                         |
| SOLITAIRE VOLVO              | SA  | <a href="http://www.solitairevolvo.com.au/volvo/">HTTP://WWW.SOLITAIREVOLVO.COM.AU/VOLVO/</a>                       |
| PERFORMANCE VOLVO            | TAS | <a href="http://www.performanceautomobiles.com.au/index.php">HTTP://WWW.PERFORMANCEAUTOMOBILES.COM.AU/INDEX.PHP</a> |
| VOLVO CARS BILIA SOUTH YARRA | VIC | <a href="http://www.bilivolvo.com.au/volvo/">HTTP://WWW.BILIAVOLVO.COM.AU/VOLVO/</a>                                |
| MELBOURNE CITY VOLVO         | VIC | <a href="http://www.melbournecityvolvo.com.au/volvo/">HTTP://WWW.MELBOURNECITYVOLVO.COM.AU/VOLVO/</a>               |
| SILVERSTONE VOLVO            | VIC | <a href="http://www.silverstonevolvo.com.au/volvo/">HTTP://WWW.SILVERSTONEVOLVO.COM.AU/VOLVO/</a>                   |
| VOLVO CARS BRIGHTON          | VIC | <a href="http://www.volvocarsbrighton.com.au/">HTTP://WWW.VOLVOCARSBRIGHTON.COM.AU/</a>                             |
| VOLVO CARS BERWICK           | VIC | <a href="http://www.volvocarsberwick.com.au/">HTTP://WWW.VOLVOCARSBERWICK.COM.AU/</a>                               |
| REX GORELL VOLVO             | VIC | <a href="http://www.rexgorellvolvo.com.au/volvo/">HTTP://WWW.REXGORELLVOLVO.COM.AU/VOLVO/</a>                       |
| VOLVO CARS PERTH             | WA  | <a href="http://www.volvocarsperth.com.au/">HTTP://WWW.VOLVOCARSPERTH.COM.AU/</a>                                   |

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