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NO.227 JULY/AUGUST 2016



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Rolling Australia July/August 2016, Issue 227

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

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Front cover: 1800-120 Club group photo (George Minassian)

Events page: Polestar Cyan Racing at the Nürburgring Nordschleife (Volvo Cars)

Back cover: Group photo from the Nhill drive (Gerard Gowans)

Events calendar

August

3 (Wednesday) - Annual general meeting, 7pm

Annual General Meeting. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St).

Free supper for all club members from 7PM; AGM starts at 8PM. All positions to be declared vacant and officers elected for the new year.

If you're interested in taking up a position on the committee, please contact Heino and we will nominate you for the position. As always, we're looking for new people to put their hand up to help run the club and assist with events, so why not do it this year?

Sept

1 (Wednesday) - Night meeting, 8pm

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

9-11 (Friday-Sunday) - Volvo 1800-120 Club 30th Birthday Bash

Hunter Valley, NSW. See 1800-120 club section of the magazine for more information.

October

5 (Wednesday) - Night meeting, 8pm

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

15-16 (Saturday-Sunday) - OzVolvo Forum National Meet

Forster NSW. For more info go to the OzVolvo forum website (ozvolvo.org) or see the advert in this magazine.

21-23 (Friday-Sunday) - Motorclassica

Melbourne Exhibition Building. More details in upcoming magazines and the website.

Nov

2 (Wednesday) - Night meeting, 8pm

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

6-12 (Sunday-Saturday) - Volvo Club of Victoria Tasmania Trip

See details elsewhere in the magazine and on the club web site. Contact Rally Coordinator Werner Golla (falconxa@hotmail.com) if you're interested in attending or for further questions. A non-refundable \$200 deposit will be required to be paid on or before the September night meeting.

SAVE THE DATE: 2017 Volvo Clubs National Rally

Warwick, Queensland, May 5 -7 2017. See SSVC section for more details!



President's prattle

TASMANIA AND THE NATIONAL RALLY



Next year will be a significant one for Volvo and for the car clubs. Volvo turns ninety years old in 2017.

It appears there is an increase in Volvo sales and there are some exciting new models coming to Australian shores. It has almost become acceptable to be a Volvo driver / owner. What would the world be like if Volvo had not been created ninety years ago? Well my life would have been different for sure and I know Dion's would be as well (practicing crash test dummy). I guess the question should be 'without Volvo, who would have taken up the automotive safety mantle?' Many of the world's car manufacturers concentrate on style and market share and of course this brings the greatest profits but it also gives us form before function. If there is one thing the world has learnt from the Scandinavians it is that form follows function. Clever design means that function can be safe, reliable, aesthetically pleasing and comfortable. Volvo's have always been form follows function, even if it hasn't always been pretty to look at. But it works and works well. So who do you think would have taken up the automotive safety mantle (without Volvo)? One thing all Volvo owners know is what a wonderful place the cabin of a Volvo really is. No matter the conditions or distance, I always feel comfortable and yes, safe, in a Volvo. I look forward to many exciting events in 2017.

The last magazine had a feature about the 367hp S60 and V60 Polestars which was quite impressive. Well the latest news is that 600hp versions of the S/V 90 may be seen in the Polestar Rebel Blue.

The Volvo Club of Victoria is organising a trip to the Apple Isle (Tasmania) in November 2016. Werner Golla is working hard to make this a memorable experience and we are keeping it to one week only so we can be more inclusive to our members. Could I request that any of our Tasmanian Volvo owners please contact either myself or Werner so we can include you in our activities.

Don't forget the National Rally to be held in Warwick 5th to 7th May 2017. The Sunshine State Volvo Club (SSVC) will be the host club and there is an expression of interest form in the SSVC pages of this magazine.

*Until next time,
Heino Nowatzky*

-28 years assisting Volvo owners-



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Ed's note

SELF DRIVING POLITICS. NO, ELECTION CRASH. WAIT, WHAT?

Wow, what an eventful week this has been! As you can guess I'm writing this on the day after Election Day. Election Day, the day where we all rock around to the local school or hall and vote for those that are supposed to be representing us. The day we seriously get tucked into democracy snags and the cake stall. And today – the day after – we know who's won and we celebrate with a few more snags and take the piss out of Barry who voted for the loser. But not this time! Nope, the outcome is hanging on a knife-edge where the postal votes and possibly a recount or two will decide who leads us into the next three years. There's talk of new elections, hung parliaments and all the associated fun and games that comes with politics. Personally, I think a hung parliament (with whomever in power) is a good thing and before you write angry emails to me, just remember that even with it's failings, the Gillard government had the highest rate of passing legislation. As a few commentators have noted, perhaps the era of long, stable government has ended?

And now that gives me to a segue to the future of autonomous cars. We heard this week that a man in Florida died in a crash where his Tesla S failed to recognise – and subsequently act – on a white semi-trailer turning out in front of the car on a very bright and sunny day. The truck pulled out and the car went in between the truck and the trailer wheels where the cabin then collided with the truck body. The driver was apparently (it is still early days for info) watching a movie and didn't react either. Is this the end of autonomous cars or will we forge ahead?

It adds yet another question about the ethics and legalities of autonomous cars. Is it an all-or-nothing affair where we can't have autonomous cars unless we're all driving them? Would the truck have spotted the car and not pulled out, saving the car from having

to react? Would the truck have communicated with the car? If so, what about security concerns? Could you hack the car so it appeared invisible if you wanted to assassinate someone? If the car doesn't recognise the truck (as it tragically didn't), is the driver then legally and ethically responsible for the crash? What if someone was killed in the truck?

There's so many questions still to be answered and unfortunately, so many to be asked. Humanity can guess and plan but we have a long track record of only finding out flaws when something bad happens. Do we, or can we, really trust autonomous cars unless the whole system is controlled by computers?

Volvo has stated their desire to have no crashes in their cars, an extremely admirable goal but can it ever be achieved? As the Terminator and countless other movies have taught us, technology always needs an override as it will either not work (white truck against white sky) or kill us (Terminator), but at the end of the day can the system survive if humans are involved?



A future with no car fatalities and stable government. Maybe it is just a dream...

Ben Winkler





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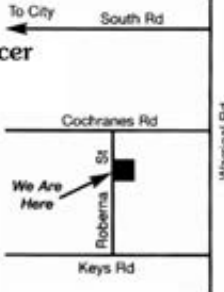
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Club noticeboard

MEMBERSHIP FEES UPDATE

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

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

Please be sure to update your direct deposits!

WE WANT YOUR VOLVO STORIES

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

TREASURER'S REPORT

The club's bank balance on 23rd June was \$12,115.84. For any questions about the club's finances, please contact Rod Shearman on 0468 362 144 or email RodLS@outlook.com.

MAGAZINE POSTAGE (ALL CLUBS!)

Please contact the Membership Secretary, Greg Sievert (greg.sievert@gmail.com or 0401 713 595) if you change your address, or if you're having any delivery issues (such as receiving duplicate magazines, or think you haven't received a magazine). If you're not a member of the Victorian club, please also let your club's membership secretary know of any address changes/corrections.

OLD ROLLING MAGAZINES AVAILABLE ONLINE

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

WELCOME NEW MEMBERS! (AS AT 10 MAY)

Tim Delaney & Antoinette D'Andrea (240GL)
Zidi Zhao & Christie Ding (S80)
Charles Page & Janet McLeod

Jessica King (240)
Miranda King (240GL)
David Bielen

YOUR MEMBERSHIP

As of 23rd June we have 289 financial members and 20 members who are un-financial, bringing our total member count to 309. If you are unsure of your membership expiry date, please look at the label on your most recent club magazine as the date is printed on it. You should also receive a customised renewal form in the magazine when your membership is due. Please review your details and return the form with your payment, or if you pay via direct deposit, you can email me any changes. Be sure to put your name and membership number in the direct deposit transaction description so we know where the money is coming from!

WHY? Because we still get direct deposits that say something like "Bendigo Bank - Family Membership" with no account name, and no membership number or member name. Your name does not automatically come through with your bank transfer (depending on your bank) so you really do have to put your name and preferably membership number in the transaction description if you want us to know where the money is coming from. If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401 713 595 or email greg.sievert@gmail.com.

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.

Effective February 2015 with the changes to the CPS, the rules for modified vehicles were clarified and an M-plate was introduced. Any vehicle that is modified beyond that which is acceptable under the standard CPS must have VASS approval (an engineer's certificate).

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.

VALE RUSSELL GOFFIN

I have the sad news that long time Volvo 122 owner Russell Goffin passed away on Saturday 7th May. Although unwell for some time, he was able to continue driving until last August. In total, Russell had four 122's over 26 years. A 4 door 1962 green car was joined by a light

green 1967 8 2 door B-20B ex South African Embassy, then came a pale grey 121 column change bench seat model ex Malaysia, finally the dark red 1965 4 door now in the capable hands of Nick Perkins.

John Fleming.

News/articles

Victorian club Tasmania Rally 2016

Dear Volvo Club members, planning for the Tasmania Rally has been progressing over the past months so much so, that I am pleased, as the Rally Coordinator to provide to you important information so you can commit and work out a budget.

DATES

The Rally commences in Devonport from The Grand on Macfie after breakfast (hot English) at 9 AM, Sunday 6 November 2016.

The Rally concludes at The Grand on Macfie mid afternoon with a High Tea, Saturday 12 November 2016.

Members may wish to participate in the full Rally, extend their stay or shorten their stay in Tasmania depending on personal circumstances such as budget, work commitments or other considerations. Therefore, the Ferry bookings will be your own personal responsibility.

ACCOMMODATION

Three nights accommodation is booked at the Leisure Inn, the Penny Royal Hotel and Apartments in Launceston, night of 6 November to 8 November, departing morning of 9 November for the day tour concluding in Hobart, where accommodation is still being sourced.

Our stay in Hobart is from mid afternoon on 9 November to midmorning Saturday 12 November. Upon our departure we shall head North along a route taking in some interesting scenery and places to arrive at our start point mid afternoon and subsequently catching the over night Ferry back to Melbourne. Again, this is the

official Rally time table, but members may wish to modify there departure to suit their individual needs.

During our stay, each day will commence with breakfast for those who wish followed by a detailed briefing of the tour for the day and sight seeing. The pace will be designed to ensure a leisurely trip with frequent stops at places of interest, for lunch and coffee/tea along the way ensuring arrival back at our accommodation for dinner and drinks.

DAY TRIPS

Tourism Tasmania have already created some exciting interesting itineraries which are available for your perusal on the Web. All websites are listed below. We will modify these itineraries at times and each participant will be issued with a map and briefing before commencing the days trip. The itineraries will also be available for each person on the Rally.

WEBSITES

The Grand on Macfie (Devonport)
www.thegrandonmacfie.com.au

Leisure Inn Penny Royal Hotel and Apartments (launceston)
www.leisureinnpennyroyal.com.au

Itineraries
www.tasmania.com

For booking on the ferry, Google Spirit of Tasmania and complete on line booking. There are several options depending on your budget.

FINANCIAL CONSIDERATIONS

Each Rally participant will be required to commit \$200 towards accommodation bookings at the September Club meeting. The money to be provided to the Club Treasurer. This money is not refundable. \$100 will be sent in advance to the accommodation providers in Launceston and Weast Hobart and the balance paid upon arrival. As a guide, cost for rooms will range between \$100 and \$120 for a standard room. (See websites for more detail) The room choice will be yours to make. Likewise, the cost for the Spirit of Tasmania will again be dependant on the choice you make. We may be able to get a pensioner discount at Mayfair on Cavell for eligible persons.

Travel each day will be in the vicinity of 300 to 400 km for petrol budgeting purposes. As a rough guide budget about \$300 per day, food, petrol, accommodation and incidentals. This amount will of course vary upon the choices you make. This estimate will not include the Spirit of Tasmania ferry trip return

For your consideration, I intend to answer your questions so please email me on falconxa@hotmail.com

I will do what I can to help you make up your mind. At the July meeting I will have a hand out for everyone and I will ask those expressing an interest to provide contact details to firm up numbers to allow accommodation bookings to be finalized.

That's all Folks for now!

Werner Golla, Rally Coordinator

The most powerful XC90 yet

The new generation Polestar Performance Optimisation has just been released for the Volvo XC90 T8 Twin Engine, making the world's most powerful and cleanest SUV even faster and more inspiring.

The optimisation increases performance to 421 hp and 680 Nm* and 0-100 km/h in 5.5 seconds, all this with unchanged, class-leading consumption of 2.1 l/100 km and 43 km of pure electric range.

The new generation Polestar optimisation does not only optimise the engine performance, but rather the entire drivetrain in five key areas. By improving throttle response, gearshift hold, speed and precision, as well as overall engine performance, the XC90 T8 reaches a new level of driving pleasure.

All changes as part of the Polestar Performance Optimisation are made with certified emissions, fuel consumption, service intervals and Volvo warranties.

Source: Volvo Cars



NZ Group A car



FYI. I have attached a photo of the car when I drove it last at Teretonga the most southerly race track in the world.

Best regards, Mark Petch

Tip: Stiffer door pockets



I own a Volvo 940 and have cracked the front drivers side door pocket. I used a sealing strip from the door and put over the lip which makes it stiffer.

Richard Fulwood

The international Car Design Award jury has recognised Volvo Cars' contributions to automotive design...

...with the Swedish carmaker winning the coveted Brand Design Language

Award 2016. The jury for the Car Design Awards consists of editors and representatives of renowned automotive and design magazines from around the world. Volvo Cars came out as winner in the Brand Design Language category, fending off competition from Mercedes-Benz, Jaguar, Renault and Kia. *Volvo Cars*



OZ VOLVO

National Meet 2016

October 15 and 16, Forster NSW

Saturday, October 15

From 12:00	BBQ & Show'n'shine Club Forster 19 Strand St, Forster 2428
15:00	Show 'n' shine voting opens
16:00	Awards presentation
18:30	Dinner Venue TBC

Sunday, October 16

10:00	Meet at McDonalds Forster
11:00	Cruise to Bulladelah via Old Pacific Hwy
(12:30)	End of scheduled events
	Southbound members: convoy to Gosford, then Old Pacific Hwy to Pie in the Sky at Cowan

Entry to show 'n' shine and BBQ from \$20

Register and pay online at ozvolvo.org/meet2016

Grumpy: Are cars getting better?

Yes; and they are also getting better... but in Victoria more people are getting killed on our roads in 2016 than at the same time in 2015. Why? Are more drivers drug addicted to ICE, or drunk with blood alcohol of .05+; or stoned out of their minds on pot?

Road authorities both here and in Sweden would like to reduce road deaths to zero.

A wonderful aim but probably not achievable while we have stupid people driving cars. It is also difficult to test people for driving licences and measure their stupidity level! However it has been suggested that drivers should have to submit to two driving tests – one to get their red “P” and a much harder test to graduate to their Green “P” plate. This would ensure that drivers at least knew their brake pedal from the accelerator pedal.

With the latest cars coming fully equipped with...

- Forward collision warning
- Higher speed AEB
- Low speed Auto Emergency Braking
- Pedestrian Auto Emergency Braking
- Electronic Stability Control [AEC]
- Driver Attention and Fatigue Detection [sleeping?]
- Front, Rear and Side Airbags
- Active Cruise Control
- Traction control
- Daytime running lights
- Seatbelt pretensioner for Driver and Passengers



*The crash scene in Melbourne on Sunday 5th June.
Photos from Channel 7 and Nine*

In the accident above a large car travelling at high speed hit a small car head on and the strength of the passenger module was not strong enough to prevent the deaths of the driver and passenger.

The problems with new cars is that while they score 5 out of 5 for the ANCAP crash rating score they are built have a strong passenger compartment to hold its shape in an accident; the front and rear of the car have a “progressive crumple rate” to absorb the impact of the crash. In watching the TV news pictures of spectacular crashes it seems that the car

spontaneously disintegrates. A case of plastic and thin gauge metal panels make repairs complicated. Car repairers can no longer panel beat steel panels into shape but have to cut panels off and weld new ones onto the car.

Victoria was the first state in the world to make seat belt wearing compulsory in 1970 and nationally in 1972. Road fatalities were 3,798 in 1970 when the number of drivers and cars were a fraction of today. In 1975 the number of deaths in Australia per 100,000 of population was 26.59. In 2015 the number of deaths had shrunk to 1,209 [still too many] and the number per 100,000 of the population to 5.08. Sweden has stated that it wants to reduce its road toll to zero. Perhaps we could achieve zero in Australia if everyone drove Volvos! Volvo was the first car firm to introduce seat belts as standard equipment in the 122s model cars in 1959.



It would seem that there is almost no need for a driver! Roll on the day of cars that drive themselves perfectly and safely! But how dull and boring that would be! In the old days the wealthy who did not want to drive employed a full time chauffeur to drive their Rolls Royce to where ever they wanted to go.

There are still drivers around that learned to drive before cars were built with automatic gearboxes and power assist for brakes and steering. Gearboxes had no synchromesh on first gear and 3 or 4 gears with synchromesh. Even earlier cars with absolutely no synchromesh, on veteran cars drivers had to learn the subtle art of “Double Declutching” when shifting down a gear – a procedure that works even with newer gears. Then there were the cross-ply narrow tyres – soft riding but prone to skidding on bad corners... controlling a skid by driving into a skid and then easing the car round the corner is useful even today. There other fancy maneuvers such as the “4 wheel drift” in a corner and the “sudden brake turn” – best not attempted unless you are in training for car rallies. These skills can still be useful if drivers end up driving on mud, gravel, slush, snow or ice.

There is some comparison with aircraft... which have become so automated that pilots only have to fly the plane from the runway on take-off for one and a half minutes before engaging the autopilot which flies the plane to its destination where the pilot engages the radio “flight path” that guides the plane from cruising altitude to the runway even in fog. Now pilots have forgotten how to manually fly the plane and they are lost when an emergency takes away all the automatic controls.

There are a number of jokes that worth repeating...

A recording company concerned by the road toll got in touch with St Christopher [whose medals hang from the rear-vision mirror of devout drivers] and they managed to get the old boy to record messages that could be used as audio app to assist the speedometer. He announces 40 kph with the advice "watch out for school kids", he makes no comment as he announces 50, 60, 80 and 100, speed limits but at 110 kph he warns "You are now at the speed limit, any faster and you had better look out for police and red light cameras" at 140 "Driver you are your own now!!" at 160 kph a jazz band plays "As the saints come marching in" and at 200 kph a heavenly choir of angels sing "Nearer my God to thee".

The design of cars has become more fancy and sexy but the complex shape of headlight and rear light clusters make for more expensive repairs in the case of damage. In order to achieve more space in the boot/trunk the rear window has become smaller and is often sloped at an angle in the sedans. This results in the optional extra of a rear view camera so the driver can see when he is backing up.

At the same time the windscreen has become so large that the driver and front seat passenger get fried in mid-summer unless the car has air-conditioning [which uses more fuel]. In the old days the 122 and the 144 had triangular vent windows that could be turned to give a welcoming blast of fresh air into the car.



from Sydney for San Francisco and as the landing wheels retract a recorded message comes on "Welcome to the first supersonic automated flight – that is right folks there are no pilots or engineers on this plane only the flight attendants, nothing can go wrong click, nothing can go wrong, nothing can go wrong click, nothing can go wrong..."

Grumpy

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- Free Loan Cars*

*Conditions Apply







Safety check at Berry Motor Group – 7/5/16



National motoring heritage day – 15/5/16

After a grey start the day was warm and sunny mostly. This year's venue was the Mornington Racecourse where the January Great Australian Rally is held. Due to recent wet weather the car park was mostly grassy which suited everyone.

I am not sure of numbers compared to Yarra Glen where previous events were held but I think the organisers (AOMC) should have been happy. Food and coffee was available to cater for different tastes.

The clubs and individuals that supported the day provided a variety of vehicles for people to look at. There were some unusual cars on display like a Bond Bug and a Trojan which I had only seen on television programmes. There was also a Dodge Lancer GT which is a variation of a Valiant S Series.

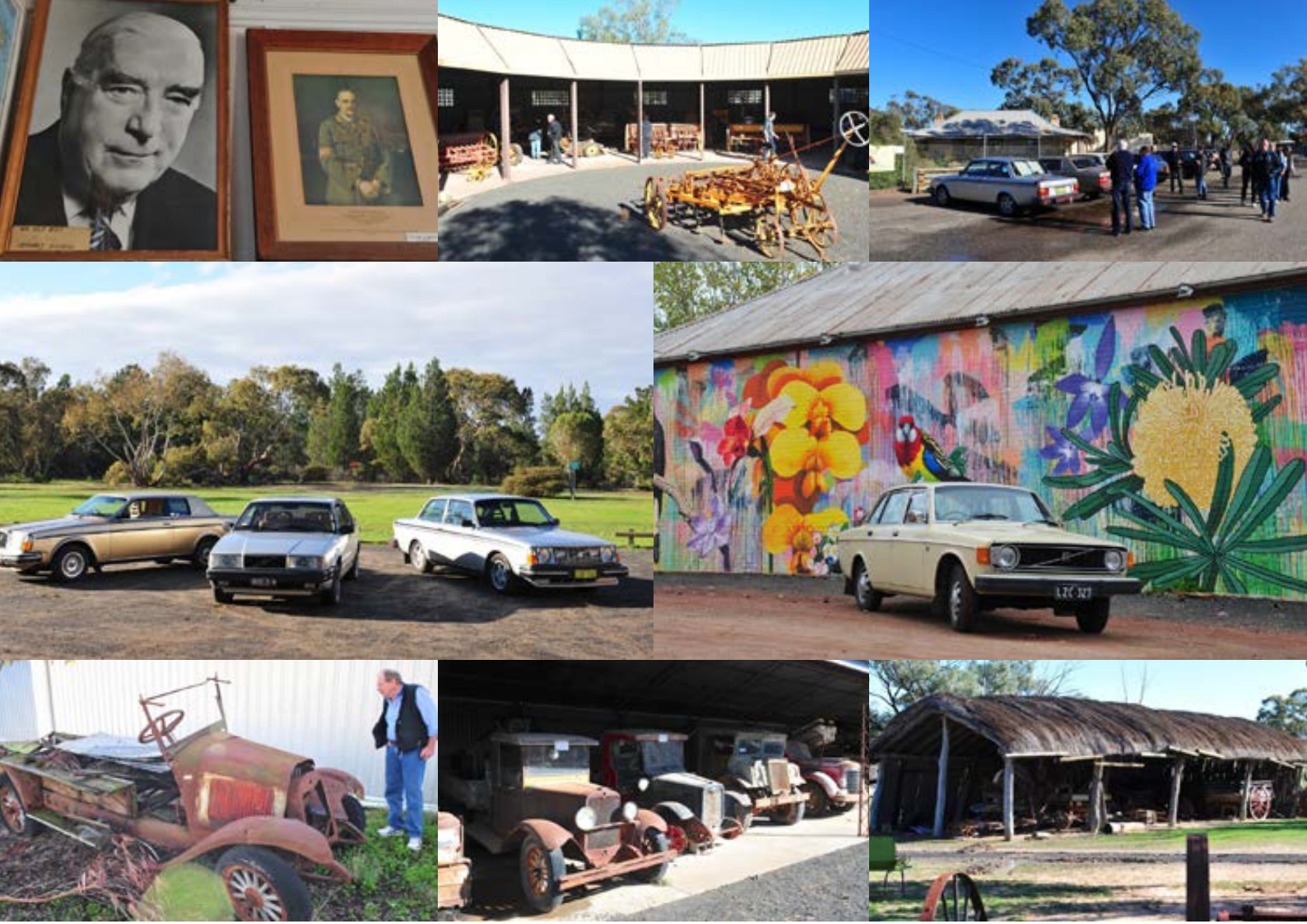
The Volvo display got off to a slow start with Laurie Menogue (360GLT), Len Ward (122S) and my 142GT. The next to arrive was Damien Claderwood (264GLE) and

friends one of whom had a 240 wagon as well as a nice Cortina and an AMG A Series Mercedes.

The last to arrive were Rod Shearman (740T), Stephen Taranto (940 wagon), Rob Susanj (240GL) and Ken Baxter (960).

All up it put 9 Volvos of different models on display which was good. Overall it was a great day out to celebrate National Motoring Heritage.

Lance Phillips



Club's weekend away

Renewing the tradition of biennial meet-ups between the Volvo Club of Victoria and the Volvo Car Club of South Australia was the best reason for the two clubs planning a weekend away at Nhill in Victoria's Wimmera Region.

For over two decades the Clubs have met at locations either side of the Vic/SA border stretching from the Southern Ocean to the Murray River. There hadn't been such a meet-up for a few years, so it was timely to take up again the tradition.

Club members travelled to Nhill on Friday 27 May to our base for the weekend, the Little Desert Nature Lodge. This proved to be a good choice as it was halfway between Adelaide and Melbourne on 100 plus hectares of natural bushland managed by Conservation Volunteers Australia, providing a relaxing atmosphere and access to nearby towns and the choice of day or half day drives.

Twenty members from the Clubs, twelve cars and a caravan attended the meet-up. It was great to see a diversity of Volvo cars, Club members young and some older and partners (see photos). Some travelled from Gippsland (Paul & Andrew Bowman) and from Phillip Island (Rod & Karen Patton).

Several Victorian Club members met at Ballan on the Friday to travel in convoy to Nhill. Len Ward and navigator Lance Phillips led us off the main highway and took the convoy through the communities of Moyston, Pomonal, into the Grampians (Gariwerd) National Park at Halls Gap and then over the Grampians Range through Zumsteins and re-joining the highway near Horsham. Club members enjoyed the twisting roads through the Grampians; John Johnson with support from Sandra kept the left hand drive 780 on the right side on the road and Mark Icton had to stop and secure the coffin in the back of the Volvo hearse!

Saturday was a beautiful sunny day which offered the opportunity for Club members to explore nearby towns, participate in either short or longer distance car based tours and spend part of the day at the Little Desert Nature Lodge exploring nature through the walking trails and enjoying the company of "Boy George" the resident Emu.

The car based tours had a circuit from Nhill to Jeparit and Rainbow and an extended circuit through Brim, Warracknabeal and Dimboola before returning to The Lodge. Some of the highlights (see photos) were:

the Wimmera-Mallee Pioneer Museum at Jeparit (a great display of farming life, machinery and early buildings from the Region); Rainbow, where Club members formed a "moving V" of Volvos through the Main Street; and the painted silos at Brim. Victoria Police contributed to the day through a morning welcome to Jeparit ("what are all these Volvos doing in my town") and a quick check of Doug Miller's Club Permit log book in Warracknabeal.

The evening meals on Friday and Saturday provided the occasion to relax and for extended chats with fellow Club members and those from interstate – a rare opportunity in a sometimes busy world. There was a consensus of Vic and SA Club members that the biennial meet-ups of the Volvo Clubs can't be allowed to wane and early planning should occur for the next "Clubs' Weekend Away". In all, it was a great weekend and to be repeated in two years time.

*Doug Miller
Photos by Gerard Gowans*



SOUTH AUSTRALIAN CLUB



Volvo Car Club Of South Australia

(Incorporating Western Australia)

P.O. Box 218

Torrensville Plaza, Sa 5031

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08 8293 2784

Historic Registration Registrars

David Bennett 08 8556 5157

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Events Committee:

Chris Allen (0408 519 111)

Peter Williams (08 8264 5494)

Alexander Davis (0414 423 505)

Bob and Jenni Heinicke (08 8524 5252)

Jim Emmett (0428 221 154)

Henry Haavisto (0419 824 713)

John van Ruth (0407 188 443)

Correspondence

All correspondence to:

Volvo Car Club Of South Australia Inc

P.O. Box 218

Torrensville Plaza, SA 5031

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

www.volvocarclub-sthaz.org.au



HELLO FROM ADELAIDE



I've not submitted a President's report/update for the magazine before, so let me introduce myself. My name is Chris, I have been a member

of various state car clubs for many years, and President of the South Australian club for two. Besides a family intro to the Volvo brand, I must thank Kev Elliott who hosted me for work experience many moons ago now. Since then my interest (passion?) for Volvo's has grown, as has my collection, and the opportunity to meet and develop great friendships with likeminded people is something I'll always appreciate.

With the year disappearing and the cold weather setting in, hopefully this finds you all well. At this end I have been preparing for the upcoming Hunter Valley Birthday Bash, coordinated by the Volvo 1800-120 Club. I look forward to seeing many of you there and catching up. If you haven't already sent in your registration forms, get on it! It's going to be a great few days, and I'd love to see a South Australian Volvo convoy cross the mountains.

I'd like to thank the Victorian guys for organising the Nhill meet up in late May.

It was a great success, though we hope to have more South Australian members along the next time.

On home ground, the South Australian lot have been working on extending its reach to new members by creating a Facebook group, continuing work on its web page, and more recently, signage, stickers and injecting fresh work into events and meetings. Thanks to all members who continue to work at improving our club.

An exciting new link to local motorsport has been developed, this provides an avenue for those interested to become involved and represent speedy Swedes in S.A. I hope to make it to the track to see our guys in action soon.

Further ahead, a once in a lifetime opportunity presents itself, in the Oodnadatta Challenge next year. What a great time for us all to be involved in Volvo's Australian based car clubs! So many exciting events, so many chances to chat to other passionate Volvo owners.

Amazons for life.

Happy trails!

Chris Allen

EVENT CALENDAR

JULY 8TH, FRIDAY : AGM!!

7:30pm - CCC club rooms, Clark Ave, Glandore

Please come and pay your next year's fees and provide input into the club. Together can we make it a great club.

JULY 17TH, SUNDAY : FLAG MARSHAL DAY

8:30am - Mallala Motorsport Park

An opportunity to understand how it all happens on the racetrack. We require 3 or 4 people from 8:30am on the day (no prior training required).

RSVP: Jim Emmett - 0428 221 154,
jim@pointofcontact.com.au

JULY 17TH, SUNDAY : MID-YEAR CATCH UP

9:00am - Swedish Tarts Cafe & Patisserie,
40 Semaphore Rd, Semaphore.

A little Taste of Sweden in Semaphore with some classic Swedes to dress up the street

RSVP: Chris Allen - 0408 519 111

AUGUST 14TH, SUNDAY : HELICOPTER RIDE & LUNCH AT MONKEY NUT CAFE.

10:30am - Meet at the Whitehorse Inn,
75 Port Wakefield Rd, Bolivar.

Depart 11am to the Kies Helicopter pad for flights or depart for Lavender Farm tour. Then all meet up at 1:00pm at the Monkey Nut Cafe for lunch, serve yourself from the hot dishes on the table (similar to last time). Helicopter ride \$35 PP, Lavender Farm tour - Free, Lunch \$25 PP.

RSVP: \$20 deposit ASAP or payment in full, with full payment required by 31st July. If paying by EFT, please pay direct to club account. NOTE! Please email receipt to chris_allen120@yahoo.com.au to confirm payment and advise booking info, e.g. "j smith meal + flight". A more detailed flyer has been emailed and will be at July events to assist with your booking.

SEPTEMBER 9TH, FRIDAY : CASUAL DINNER (NO GENERAL MEETING)

6:30pm - The Duke of Brunswick Hotel,
207 Gilbert Street, Adelaide.

Not a club meeting as most of committee will be in NSW for Hunter Valley event. Parking is available on Gilbert Street, an informal bite to eat for those interested.

Any questions to Alexander - 0414 423 505

SEPTEMBER 9TH, 10TH, 11TH : 1800-120 CLUB 30TH BIRTHDAY BASH, HUNTER VALLEY, NSW.

Full event info and Registration Form in Rolling Australia or email Vicki at
secretary@volvo1800-120club.com

Please let Chris or Craig know if you are going over, as it would be great to travel some distance all together.

SEPTEMBER 25TH, SUNDAY : BAY TO BIRDWOOD

Viewing year, details of location to be advised closer to event.

OCTOBER 29TH, SATURDAY : HILL CLIMB COME N TRY DAY, COLLINGROVE

Come and try is the opportunity for those who have never competed at a Hill Climb to participate at low cost & minimal requirements. You will require a car that is roadworthy & safe but does not have to be registered. Entry form at www.sportingcarclubs.com.au. Also an opportunity to come and have a get together with other like-minded people and club members (you can come and spectate if you don't want to enter)

Any questions to Jim Emmett - 0428 221 154,
jim@pointofcontact.com.au



CLUB DISPLAY – MALLALA MOTORSPORT PARK

Nine Volvos covering a really good mix of flavours met up at the Marque Sports Car Assn (SA) Six Hour Regularity Relay at Mallala on Sunday 1st May for a look see. This event is one where anything from a competent road car to a fully set up racer can fit in for a full day of club level motorsport. Support for the event is high with 28 teams of 4-6 cars competing, many from interstate. Minimum driver requirement is a CAMS L2S licence. Next year, we are looking at entering a Volvo team, so please contact me (Jim 0428 221 154) if you want to be on the email list. Individual interstate competitors

are very much encouraged to join our team, but please let me know of your interest early.

Cars fronting up for display and to spectate included:
1800E (Jack & Robyn H), 242GT (Craig R), 850R (Jim E),
145 (Alexander D), 244 (Ken B), 240 Turbo (Luke C), S70 (Martin F),
850AWD (Torsten H), and V70AWD (Rodney C).

Jim Emmett



CLUB CAPTAIN'S REPORT

The McLaren Vale Vintage and Classic (April 17th) saw an interesting variety of cars gathered at Serafino Winery prior to the start of the Grand Parade at 11:00am. A substantial crowd turned out (including our own Ron Babcock and Rasmus Atler) all along the main street of McLaren Vale to wave the cars on. Following the parade lap the cars dispersed to designated wineries surrounding McLaren Vale for lunch and static displays. The Volvo Club's allotted winery was Leconfield where we joined by other Euro marques including Citroen, Peugeot, Renault and the Scuderia Italian Car Club. Representing the club this year was Anatoly and family (1800ES), Chris Frith (P1800S), Ken Bayly (122S 2Dr), and Craig Rasmussen (122S 4Dr).

In May, an invitation was extended from the newly formed SAAB Car Club to join them for a cruise to Mannum for lunch. Saturday 14th saw seven Volvos join with eight SAAB's on a drive from Magill to Mannum with a smoko stop in Lobethal. I noted that many

of the members who attended this Saturday run are generally unavailable on our usual Sunday outings due to work or other circumstances. Something for our events committee to consider for future outings. Thanks to Jeff Hedger for inviting us along.

And finally on the last weekend in May, only three members of the SA Club attended the weekend getaway with Victorian Club based at the Little Desert Nature Lodge about 14km south of Nhill. Ron set off on Thursday in his trusty 240 with a caravan in tow whilst Craig and I followed on Friday in Craig's 242GT. Saturday saw most of the group tour through Jeparit, Rainbow and a few continuing on to Brim to view the painted grain silos. The whole weekend was relaxing with great accommodation set in a nature reserve, excellent evening meals and breakfasts, and of course great company. Thank you to the staff of the Lodge, and to John J & Chris for organising a great venue.

Ken Bayly



Sunshine State Volvo Club



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Welcome to our new members

Robert Smiley

Brian Amies

Bruce and Beryl Murrell

Andrew Vasta

Keith Bennedick

Michael Brophy

Enid Fulton

Ash Davies

Total Membership

64

A Note From Our President

June 2016 marked the 25th anniversary of the P80. It was a revolutionary design when released as the 850 in 1991 introducing the 5cyl FWD/AWD layout that continued in one form or another until 2015. The popularity of the 850 and its facelifted successor the S/V/C70 is evident within our club. These cars are fast becoming classics and the rarer models are becoming quite collectable. While it will be some time before they have the classic appeal of the 1800 or 120, there is no doubt that a good one is wonderful car to own.

In other news, Volvo Cars has recently announced that it will not continue in the V8 supercar series (or Virgin Australia Supercars Championship as it is now known). This is both surprising and disappointing news after Volvo Australia showed a very keen interest in continuing their involvement. What makes it particularly odd is the fact that Volvo sales in this country have climbed by 5.3% over the past 12 months taking them to an all time high. The most disappointing part is the apparent direction from Volvo Cars that dealers, Polestar and Cyan Racing must also withdraw their involvement. This has also led to the loss of our main driver, Scott McLaughlin who has recently signed with DJRTP for 2017 and beyond. While this is a no brainer for him, it is terribly disappointing for lovers of the Volvo Supercar. If anyone is able to make a deal it is Garry Rogers and he

seems confident that somehow Volvo will be on the grid again next year... lets hope so.

As a club we have had a busy couple of months. We recently held our first annual Show and Shine in conjunction with the GLT Car Centre Technical day. A big thankyou must go out to all members who attended, especially the committee for their hard work in setting up the day and Peer Skaarup for hosting the event. We had a great roll up and some very deserving winners. Despite winter closing in fast, the next couple of months are no different with plenty of opportunity to get the Volvo out of the shed. I look forward to catching up with you all.

Cheers

Rob Eldridge
President



Membership News

During these last two months we have welcomed new members:

Robert Smiley, Brian Amies, Bruce and Beryl Murrell, Andrew Vasta, Keith Bennedick, a transfer from Victoria, Michael Brophy and our "old but new at heart" Associate Member, Enid Fulton.

Enid attended our Show & Shine with her daughter who has taken over the car care. It is good to see the club continuing to grow but also to hold the interest of members as renewals for 2016-17 flow in.

A reminder that, (except for members joining since March, including Associate members) renewal of membership is due. Fees are \$40 for full members, \$30 for concession (students & pensioners) and \$20 for Associate Membership.

I hope you all will keep me busy after our holiday.

Estelle Dempster
Membership Secretary.

SSVC Events Calendar

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

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

July	10	RACQ Motorfest at Eagle Farm Racecourse In 2016, all the family favourites will return, including roving entertainment, fresh produce and craft markets, kids' rides and food stalls. It's undoubtedly Brisbane's most inexpensive day out, with funds raised supporting RACQ's rescue helicopter network. For more information see our website, facebook or contact Jared or Mike
	23	V8 Supercars Ipswich Super Sprint at Queensland Raceway, Willowbank Come along and have the opportunity to meet Garry Rogers Motorsport management and the team and of course enjoy a great weekend of V8 racing. Bookings are essential so see our website, facebook or contact Jared or Mike
	24	Jumpers and Jazz Festival at Warwick This is an SSVC supported event, visit www.jumpersandjazz.com for details For further details see our website, facebook or contact Jared or Mike
August	14	Shannons Sydney Classic at Sydney Motorsport Park , Eastern Creek Some of our members are making the trek to Sydney for this event. This is an SSVC supported event, visit www.councilofmotorclubs.org.au for details. Alternatively, contact Jared if you would like any more info.
	28	Summersons — A Day in the country at Peak Crossing SSVC Members have been invited to an exclusive event held on private property at Peak Crossing. The E + F Type Register of the Jaguar Drivers Club of Queensland have invited us at their Charity Day from 10am onwards. This event supports the ongoing efforts of the Fassifern Valley Rotary Club. Entry fee at the gate will be \$15 per car. There is no public access so booking is essential, please contact Jared or Mike if you wish to attend.
September	11	Border Ranges Run with lunch at Flutterbies Cafe, Tyalgum Border Ranges Run via Wiangaree, Kyogle and Murwillumbah, leading to Tyalgum with lunch at Flutterbies. An early start is required for this challenging drive with timing and start location to be advised For more information see our website, facebook or contact Mike
	18	Rosewood Car, Bike & Ute Show and Swapmeet at Rosewood State School The Rosewood State Primary School will be holding a Car, Ute & Bike show to allow people to showpiece their pride & joy, also a swap meet to sell some stuff and buy much more. There will be trade stalls, music and kids activities as well as trophies and prizes to be won. This is an SSVC supported event, visit facebook or contact Jared for details
October	15—16	Oz Volvo National Meet at Forster, NSW This is an SSVC supported event, visit www.ozvolvo.org for details and to register Alternatively, contact Jared or Mike if you would like any more info.

+ More

visit ssvc.org.au/calendar



Macleans Bridge

The unlikely named Macleans Bridge is one of the premier car 'show & shine' events on the Queensland calendar. Around 300-400 cars of all shapes and sizes, makes and models come together to see and be seen. Volvos were well represented with some 20 cars from the 1800/120 club and SSVV.

The 1800/120 Club are to be congratulated for receiving the award for best club display.

The huge variety of interesting cars included a Mercedes 300SL gullwing from the 50's possibly worth in the millions, a supercharged 30's model MG and some very impressive club displays from Jaguar, Ford, Porsche and other distinctive marques. The Mac Bridge is a precursor to the RACQ Motor Fest which will occur in July with 750 exceptional veteran, vintage, PVT and classic cars.

Mike Beamish



SSVC Show and Shine and GLT Tech Day

One thing every car club needs is a good mechanic, and we in the Sunshine State Volvo Club are exceptionally fortunate to have one of, if not the best around as one of our members!! I am talking about Peer Skaarup and for the 2nd year in a row Peer was kind enough to open his doors to the Volvo community for the GLT Tech Day. A chance to get our cars up on a hoist and check out what makes them tick.

The GLT Tech Day last year was our biggest event and this year we aimed bigger, featuring a detailing demonstration from Rob Ansell that didn't disappoint. Rob had a crowd around him all day showing and teaching all comers on the finer points of detailing their beloved vehicles. If you have ever seen the mirror finish on Rob's red C30 you know he takes great pride in every aspect of care.

The day also featured the very first running of the SSVC show and shine. Every class was represented though the 2 series cars and P80's were very well represented. At the end of the day winners were grinnerers and those winners were:

1800 class	Winner	Richard Strasey P1800 ES
122 class	Winner	David Stone 122S
	Runner up	Peer Skaarup 122S
1 series	Winner	Rob Eldridge 164 supercharged
2 series	Winner	Rod Wilson & Clayton Wilson 242GT
	Runner up	Robert Bakker 264GLE
7-9 series	Winner	Rob Howard 740
	Runner up	Noel Gwynne S90
Nedcar	Winner	Ryan Skaarup V40 T4
P80 class	Winner	Jared Wilson 850 T-5
	Runner up	Rick Deloub 850R
P123 class	Winner	Rob Ansell C30
	Runner up	Grant Smith C30
Encouragement Award		Andrew Vasta 240GLE

Best in show was very hotly contested with 2 cars vying for victory. A huge congratulations goes to Robert Bakker with his stunning 264GLE for taking the honours on the day.

We are hoping this will become an annual event and I'm sure it will get bigger and better in years to come. The quality and presentation of cars was 2nd to none and we thank everyone in attendance on the day. An extra thank you to Estelle Dempster for the BBQ, no one went hungry.

Jared Wilson







Euro Day at Lakeside

On a cold, wet and windy Sunday morn a small but select group of Volvo enthusiasts (and you would have had to be very enthusiastic that day) gathered at the Lakeside Euro Day. The models were varied and interesting and included a couple of 242 GT's, 850's, a C70 and a 960. Many eyes were directed to Jared's 'Rat' complete with roof rack, ship's trunk and a spare number plate although different from the proper one!! Several races were available and we all took our share. The track was VERY wet and tested all our skills.

Some of the more interesting cars were a very fast '70s VW Golf which it was generally thought had a 2 litre supercharged engine or Merlin Supermarine Spitfire engine. A Renault Clio acquitted itself well. The stars of the day were an Aston Martin DB7 Vantage and Mercedes C63 AMG (Black). They put on some spectacular races on the straight and diced through the various bends. I think the Merc had the edge...

Some Minis tried to do silly things like pass a Volvo, without too much luck... There were a couple of Jags, a squad of Minis and other marques. I expressed some concern to the organisers about the propensity of some of the younger drivers to pass on the inside of a bend. Very dangerous and not allowed.

The organisers have said that ticket holders of this meet will get a free entry at the next meet. Hopefully more of our members will attend. It's a great day even if you don't go trackside. In spite of the weather, we all had a lot of fun stretching the legs of our respective chariots.

Mike Beamish



SUNSHINE STATE VOLVO CLUB INC MEMBERSHIP APPLICATION

New Application ☐Renewal ☐Adult
Concessional
Associate
☐
☐
☐

Annual Membership Fees

\$40 for Adults
 \$30 for Concession (Student / Pensioner)
 \$20 for Associate Members

For all membership enquiries please contact:

Estelle Dempster
 Membership Secretary
 (07) 4659 9774
estelle.dempster@ssvc.org.au

Rob Eldridge
 President
 0428 038 859
rob.eldridge@ssvc.org.au

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

First Name:Surname:

Postal Address:

.....State:Postcode:

Contact Numbers: Home: ()

Work: ()

Mobile:

Fax: ()

Email:

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

Your Car(s) Details:

Model	Year	Colour	Reg No	Additional Information

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

Signature Date:

Payment Options:

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

Please post this form to:

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

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

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



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

WHEN : 5TH -7TH May 2017

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

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

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

Direct Debit

Sunshine State Volvo Club Inc.
Heritage Bank
BSB: 638-080
Ac. No. 13513370

Pay Pal

paypal@ssvc.org.au

Cheque and Completed Forms

J. DEMPSTER
8 Talinga St
Toowoomba 4350

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



Life in Warwick:

As you drive around the streets of Warwick when you visit for the National Volvo Rally, 5-7 May, 2017 you will be enjoying the streets so familiar to this Yellow 1978 Volvo.

Mrs. D soon became a familiar sight driving for shopping, indoor bowls, church, out to the sailing at Leslie Dam and to any friend needing help in any way. Sadly the Volvo was often seen at the hospital in the months prior to Mr D's passing in 1981 but as she moved through her 80's, the Volvo was a blessing to many as the "old ladies" (most younger than Mrs D) had to be given transport.

There were some streets that were bypassed such as the corner near the high school when a roundabout was installed. The home for the yellow Volvo was Pratten Street and once lights were installed for crossing the highway (Wood Street) getting to shopping was a much safer exercise.

As a keen gardener, Mrs D entered annual flower shows; the surface of the boot of the car was a testimony of this with a number of "pot inscriptions" on it. As family we are sure that the supply of floral arrangements to the Doctor's surgery each week, not only marked the car but helped keep her licence.

One extended outing performed on a VERY regular basis was the Volvo's health inspection at a Volvo dealership in TOOWOOMBA as "no-one in Warwick knows enough!" You can be assured that the route there & back would be as straight as possible and not anywhere near a main thoroughfare! Now the car has travelled many of the routes between these two towns as John used it to get to road work sites as he performed (hush) traffic control duties, stopping cars!

The Service Booklet shows:

Delivery Service	7/12/78 <i>Albion Car Centre, 81 Sandgate Rd., Breakfast Creek 4010</i>
Warranty Service	5/4/79 1157 miles km. <i>Albion Car Centre</i>
10 000km (6000 miles) Service	10/12/80 10150 miles km. <i>The Toowoomba Car Centre, 221 James St. Toowoomba 4350</i>

For those from either the Darling Downs or the Gold Coast, it is of interest the firms and mechanics who have serviced this car. The latest entries of course are from SSV member Peer Skaarup at GLT Car Centre.

Watch this space for the continuing story of 743NJL as you plan your trip for May 2017. We are looking forward to sharing a very special part of Queensland with you.

John & Estelle Dempster

One of Ours:

In 1994 Volvo announced that it would join the British Touring Car Championship (BTCC) to help promote the new sportier character of the Volvo brand. Volvo had not participated in motorsport since withdrawing at the end of the 1997 season.

The first generation BTCC car was based on the Volvo 850 estate, it was extremely popular despite it's limited success. In 1995, due to a rule change allowing the use of a rear spoiler, Volvo shifted to the sedan based race car. 1995 was a much more successful year with Rickard Rydell picking up several pole positions and race wins.

All of this helped to increase the popularity of the 850 and led to an increase in sales of the limited production T-5R road car. Volvo capitalised on this by releasing the very similarly styled 850R to replace it in 1996.

Rydell's 1995 BTCC car was imported to Australia, painted Red and driven by Peter Brock for the 1996 Australian Super Touring Championship. Jim Richards famously drove the car to a Bathurst win that same year when Super Tourers were a supporting category to the Australian Touring Cars. With Brock moving back into a Holden, Richards continued in the car for the 1997 season.

Round one 1997 saw Richards hit Lakeside Raceway in Brisbane, this is where Rick Deloub first came face to face with the Volvo 850. "I got the interested in Volvo watching them race at Lakeside in the 90's with Brock and Richards and the 850 super tourer" It was however, quite some time before he was able to get his own. "I got the car in October 2015 from a seller in Harvey Bay, the owner bought it new from Austral Motors in Brisbane in 1996" despite being the best part of 20 years old at the time it had travelled only 134000km.

Rick's 850R is next to perfect and recently picked up the runner up award in the hotly contested P80 category at SSV's 2016 Show and Shine. The most outstanding feature of this car is the interior, you would be hard pressed to find another as clean.

More significantly though, Rick managed to get some laps in at Lakeside Raceway in his 850R at the Euro Day in May. The day was very wet but that didn't stop him. The opportunity to drive the track that started it all in his own 850 was one not to be missed....

Rob Eldridge



Owner: Rick Deloub

Vehicle: 1996 850R
4 Door Sedan

Engine: 2300cc B5234T5

Trans: 4 spd Auto

Colour: Dark Olive Pearl

Interior: Light Brown Leather/Alcantara
With Light Birch Trim

Wheels: 17x7 "Volan" Alloys
in Anthracite

Mods: None



Volvo 1800-120 Club

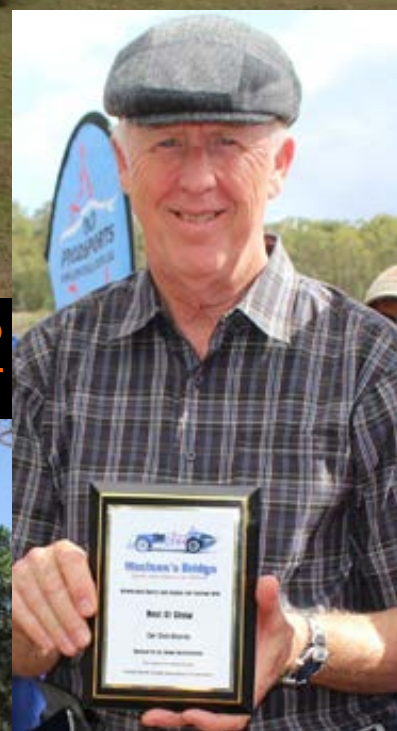
Celebrating our thirtieth anniversary

July / Aug 2016



Macleans Bridge Best of Show Car Club Display

John Reeves holding the "Best of Show Car Club Display" Award given to our 1800-120 Car Club at Macleans Bridge Brisbane this year



David Collins and Sophy Chambers
with Ben (7) and William (4)
At our Samford 30th Photo Shoot



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Maida Skaarup & Jeff Turner

Membership

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

Life Members: Kevin & Margaret Greenaway



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



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

President's Report

Recently.....

Our club has taken part in a number of events so far this year.

The merry month of May saw us very busy with our first attempt at "Cars & Coffee". I first saw this type of thing on an episode of "Chasing Classic Cars". On the first Saturday of the month, the group meets at Coorparoo. I will go again, but I suspect the June event was completely washed out, so maybe next month.

We also participated in the annual Macleans Bridge event for the first time in a while. Sensibly, it is no longer held on Mother's Day, which in the past, no doubt made many a SWMBO unhappy. We did so well that we got the best club display (which may not have pleased the Jag owners).

Coming up in July is the RACQ Motorfest, which promises to be full of classic cars.

All of this is warming us up for the biggest event of the year for our club at Cessnock in September. Will you join us in your 1800 or 120?

Other rumblings.....

If any further proof was needed that the market is red hot for 1800s now, then you need look no further than the sale of my 62 Jensen. I could have sold it 3 or 4 times!

It will be nice to see the 120s following suit.

I follow the European websites, and it is apparent that a good 1800 will top \$50,000 (AUD). All of this seems only natural, of course! So it's worth spending some money on the old girl, as they are worth it.

Profiles...

I have been running this column for a few years now. It was apparent at our recent photo shoot of 36 cars in Brisbane, that I have covered just about every club car in SE Qld. So if you are interstate and would like to see a few words about your lovely, please feel free to contact me (via email is best), and I will see what I can do for you....

In the meantime, please enjoy your Classic Volvo.



Until next time, Volvo for Life!

Robert Bakker

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

**Your Club Membership
Due 1/7/2016**

Please pay \$35 to the Club bank account below using **YOUR NAME** as the reference.

If you have just joined the club in the last few months, please do not pay. Your membership is OK to 1/7/2017

Volvo 1800 120 Club
National Australia Bank
BSB 082837
A/c 833499571
Reference 'your name'

Complete Exhaust Systems
Original - Sports
or **Stainless Steel**

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Ph: 07 5524 7158 - mobile: 0418 225121
Email: george@volvo1800-120parts.com.au

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Temperature Gauges and Clocks**

Volvo 1800-120 Club Australia

30th Birthday Bash at the Hunter Valley

Fri 9th, Sat 10th & Sun 11th September 2016



Not just a museum

Home to over 400 classic, veteran and modern cars and motorcycles, Gosford Classic Car Museum is one of Australia's largest collection of privately owned cars. The collection contains a number of rare vehicles, most in their original condition. Due to open in May 2016

We will be visiting this museum on Saturday 10th September, entrance fee still to be advised.

Weekend Program:

Friday: meet, greet and eat. Dinner at Potters Resort.

Saturday: drive to & visit the NEW Gosford Classic Car Museum, or coach trip to the Hunter Valley Gardens.

4pm Potter's Brewery tour. Dinner at Potters Resort.

Sunday: show 'n' shine display, at Harrigan's Irish Pub, until 2.30pm.

The afternoon is free to visit the HV Chocolate Company or a winery of your choice.

Dinner at Potters Resort.

Monday morning: breakfast, then we bid farewell.

Some of us are arriving a day earlier and we're going hot air ballooning on the Friday morning.

Email vicki if you want to join us secretary@volvo1800-120club.com





Volvo 1800-120 Club Australia
30th Birthday Bash Registration Form
Hunter Valley NSW
Fri 9th, Sat 10th & Sun 11th September 2016
A Special Event for All 1800 and 120 Owners

Name(s)

Address

Phone..... **Email for updates**

Please circle the car(s) attending below

P1800	1800S	1800E	1800ES
123GT	2 door 122S	4 door 122S	120 Wagon

Registration Fee of \$50.00 payable now with registration form
This fee will also apply for Sunday Display/Show n Shine ONLY
 It covers Commemorative Grille Badge, trophies and general event expenses

Pay by EFT to Volvo 1800-120 Club Bank Account - National Australia Bank
 BSB 082837 Acc 833499571 (**IMPORTANT you must use your name as Reference**)
Scan and email this form to Vicki Minassian - email: secretary@volvo1800-120club.com
 or to: P.O. Box 6522, Tweed Heads South NSW 2486

Other Expenses: An invoice will be emailed to you once we receive your registration form with the number of people attending the functions below. Final payment due by the 30.07.2016

☐ **Friday BBQ Dinner @ \$39.00 pp**

Saturday Program:

☐ Drive our cars to the **NEW Gosford Classic Car Museum** (entry fee) \$15.00pp

OR

☐ Coach Trip to **Hunter Valley Gardens** (bus & entry fee) \$30.00 pp

☐ **Saturday BBQ Dinner** \$39.00 pp

Sunday Program: Display/Show'n'shine at Harrigan's Irish Pub - Broke Rd, Pokolbin

☐ **Sunday Presentation Dinner** \$65.00 pp

I have booked my accommodation at the following

☐ **Potters Hotel Brewery Resort**, Wine Country Dr, Nulkaba, (near Cessnock) (02) 4991 7922

☐ **Cessnock Motel**, Cessnock (02) 4990 2699

☐ **Cumberland Motor Inn**, Cessnock (02) 4990 6633

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

☐ **Youth Hostel Australia**, Nulkaba (02) 4991 3278

Potters will only accept a 3 night booking, but the others in Cessnock will accept 1 or 2 nights

Volvo 1800-120 Club events for 2016

August Sunday 28th – Peak Crossing Car Display hosted by Neil & Jenny Summerson.
BBQ lunch put on by The Fassifern Valley Rotary Club. **BYO** drinks and picnic chairs.
Entrance fee is \$15 a car ... all proceeds go to the Fassifern Valley Rotary Club.
I have attached a flyer for this event.
Please RSVP by 7th August to Neil nesjas@bigpond.net.au

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

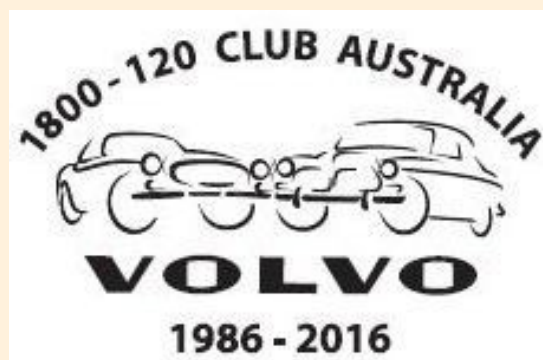
A special event for all 1800 & 120 owners – non members welcome
Please register your interest with Vicki & George secretary@volvo1800-120club.com

October Sunday 16th - AGM

November Saturday 26th - Christmas Get-together

May 2017 - Oodnadatta Challenge - Classic Volvos touring from Perth to Sydney

Our club will definitely have a group attending this event, we still haven't decided where to meet up with them.



Volvo 1800-120 Club Membership Application Form

Name of applicant (s)
Postal Address
.....
State.....Post code.....
Telephone No. A/h.....B/h.....Mob
E-mail.....

Car Details:

Model (e.g. 122s/1800s).....Year.....Rego No.
Type No.....Chassis/Body No.....
Car Colour/code.....Upholstery Colour/code.....
Engine type.....Engine No.....Transmission.....
Extras Fitted.....

History (Please supply all known history, photos (you can email these) and old rego numbers, if possible, of the car for the Club Register)

I wish to apply for membership of the Volvo 1800/120 Club Australia Inc.

I enclose \$40 for membership for the financial Year 2014/15

Very Important: For bank transfers,
please make sure you **include your name (not 'club membership!')** as the reference.

Volvo 1800/120 Club - NAB BSB 082837 - Account 833499571

P.O.Box 6522 - Tweed Heads South - NSW 2486 Australia

Signed:.....Date:.....

30th Birthday - Samford Attendees

Name	1800	120	Year	Colour and Code	Registration
Gavin Janson	1800S		1964	Pearl White - 79	935RIT
Neil & Jenny Summerson	1800E		1970	Steel Blue - 102	1800E
Neil & Jenny Summerson		123GT	1967	Pearl White - 79	ETT22
Rick & Joyce Forno		122S	1965	Red - 46	OUR122
Martin & Julie Thomson		122S	1966	Red - 46	ONE225
George & Vicki Minassian	1800S		1966	Pearl White - 79	EEV474
George & Vicki Minassian		123GT	1968	Dark Green - 94	IR011
Ian & Pat Beiers		122S	1960	Cherry red with grey beige roof top - 51	VOL60
David Collins	1800E		1970	Safari Yellow - 100	65QLD
Robert & Christina Bakker	1800E		1971	Safari Yellow - 100	RJB25
Robert & Christina Bakker	P1800		1962	Red - 70	368WFQ
Robert & Christina Bakker		122S	1967	Pearl White - 79	RB122
Robert & Christina Bakker		123GT	1967	Red - 46	OGT123
Peer Skaarup		122S	1966	Red	VOLGLT
Tony Forno		121 Wagon	1967	Pearl White - 79	VOL67
David Claes		122 Wagon	1967	Pearl White - 79	069TMH
David Stone		121 Wagon	1966	Horizon Blue - 89	121TBE
David Stone		122S	1964	Slate blue - 67-1	122GMS
John Reeves	1800E		1970	Steel Blue - 102	787VHH
Mike Stone	1800S		1965	Pearl White - 79	65SNT
Gavin Black	1800ES		1973	Cypress Green - 110	VOL73
Peter Slattery	1800S		1964	Pearl White - 79	302JTI
Catherine Reid	1800E		1971	Steel Blue - 102	OST100
Dave & Deb Korasz	1800S		1965	Red - 46	VOL65
Paul Scholz	1800E		1970	Gold	SIH156
Christopher Irons	1800ES		1973	Metallic Blue - 111	CSY42U
Richard Stracey	1800ES		1973	Red - 46	043SOK
Colin Mellonie		122S	1966	Red - 46	OVZ425
Ross Stephens		123GT	1967	Red - 46	010HXM
David Hadley	1800S		1963	Red – not original	243VYI
Tim Florin		123GT	1967	Red - 46	VLV123
Alec Lowe		123GT	1967	Pearl White - 79	123GTV
Lisa Cherrie		122S	1967	Dark Green - 94	S21500
Frank Jell	1800S		1963	Black - 19	018OOS
Terry & Gaye Carey		122S	1969	Red - 46	VOL69
Anthony Heazlewood	1800S		1966	Red - 46	NMO793
Total	18	18			







The **Volvo 1800-120 Club** turns **30** in 2016 and we're celebrating twice!

We had 36 cars attend the club's photo shoot at Samford on 20th March.

The big event is being held at the **Hunter Valley** in **September**, we're hoping for 60 1800s and 120s, so come on **register NOW!**



Photo Credits Julie Thomson



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.

IMPORTANT: Please use your NAME as reference
 Volvo 1800 120 Club - National Australia Bank
 BSB 082837 A/c 833499571
 Reference 'your name'



After completing the engine bay project, I set about another project - One Piece Bumpers.

We all know how long it takes to remove and replace our heavy 3 piece set up from the factory . . All bloody day is how long!! Well no more - I can do it in under 5 minutes now.

I've had a rusty and battered set of 3 piece 122 bumpers lying under my house for many years now which I planned to make into single piece ones.

I must say up front that it's definitely not an easy task by any means. Cutting complex curves and welding them straight can be a nightmare if you get them wrong, and if you get them wrong, it's re cut and then they may be too short to fit. First, I marked and cut each piece with an angle grinder with thin section cutting blade. Easy!

Next I had to seriously panel beat and straighten the bumpers - paying special attention to the bottom edge so that it can be laid flat on the workbench to join pieces accurately. Then it's grind each facing edge slowly until it is a perfect fit for welding, panel beating all curves to match also. Grind off all chrome on all edges for welding, then tac weld in spots, making sure they do not twist with too much heat. Weld up all holes except two for fitting new mounting bolts. At this time I positioned the first bumper in place to check the fit. It was good, so I welded in 2 large stainless steel bolts to fit into bumper supports. Same again for the other bumper!

Now it's time to sand/grind all welds, chrome and surface rust - followed by a couple of days of panel beating out all dings and dents then applying body filler all over before sanding and reapplying more filler and sanding again until happy they are straight.

As photos show, I have applied 2 coats of KBS rust guard galvanized steel to the rear of the bars. And at present, I've primed and applied a couple of coats of "green car colour" to have a look and see if I like it before glossing/clear coating. Having them on for a couple of weeks now, I've had many comments from Naahh no way! to Wow they look fantastic! I'm leaving them on, I like them! What do you think?

Love it

Volvo 1800-120 Club Australia Inc.



Taking your wife to meet the girlfriend can be stressful. *By Warren Townsend*

In fact the past month had been stressful.

Don't get me wrong, it was all my own doing. I had created this image, I had painted her on a pedestal - my Swedish girlfriend - and now I realised I'd painted myself into a corner and I had to make a decision.

My life was quite comfortable, I was happy with my lot. I was happy with the images I'd



conjured about who I was. But now I faced the real possibility of pursuing an old flame. Is this somewhere I should venture?

The heart said YES! But this is totally foolish.

I kept going back to the "For Sale" pictures on the Internet, she definitely looked beautiful. But the photos were professionally done. She was all dolled up for the photo shoot - would she look anywhere near as good in the cold light of day?

If I wasn't serious I probably would've just phoned to find out a few bits about her - just tyre

kicking again - and then life would go on as before. But was I serious?

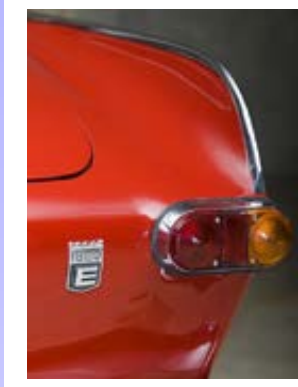
I spent the next two weeks trawling the internet, reading as much as I could on the pitfalls of Classic Car ownership and specifically 1800's. But the wonder lust had really bitten, the boyhood dreams came flooding back, I wasn't sleeping well at night, I wasn't concentrating at work, and all I could think about was... Should I make the leap, should I meet up with the old girlfriend? I asked some mechanic friends about classic cars, I tried to tease the problem out logically, I read everything I could, but after filling my head with all this background, I still faced the same questions... Was I ready to start up a new relationship? I do like wearing hats - was this a sign - or was I just setting myself up to be yet another sad old man with a comb-over and a sports car?



After another week of soul searching I summoned enough courage to pick up the phone - I was actually going to do this! But what would I say, how would I start the conversation? It was a bit like being star struck, not wanting to say something foolish, but knowing you were going to put your foot in it. I was transported straight back to adolescence and memories of making that first phone call to ask a girl out.

Actually, it all went rather well. She was still looking for a new home - there had been other prospective suitors, but none that her current custodian deemed appropriate. She lived in Queensland and after a couple of further phone calls, we seemed to be getting on, so a time was agreed to meet up. Finally, I was going to meet with my Swedish girlfriend - but just to make sure I wasn't making a total fool of myself, I resolved to take my wife as moral support! Well, according to my wife, there was no way I was going to look at a car in Queensland without her.

On the plane I re-read all the "what to look out for when purchasing a P1800" articles I'd downloaded - I tried to memorise where all the potential rust spots might be, what sounds the gearbox would make if it was dodgy, I had a small magnet to test for "bog" and I tried as hard as I could to convince myself - "we're only looking, no commitment to do anything else". We drove south from Brisbane and out to the coast where she lived, I drove down the long drive which rounded the house and there she was, her pretty rear end visible through the open garage doorway - that same low sweeping roofline and those evocative fins that define



her so completely - I couldn't help it, I was in love. All rational thought left me - I was in love.

We went inside for a chat - to meet the parents, to talk about stuff before we got around to talking about what we were there for. Yep, the flight was good, yes, lucky it wasn't raining although storms were forecast for the afternoon (apparently she's not allowed out when it rains). Later, when we were driving back north, my wife said she thought we were there to look at the car, but quickly realised that we were being interviewed, to see if we were fit and proper people to take care of their Swedish ward.

Gradually the chat moved on to the car in the garage, and eventually we went out to look her over. I was so relieved, because from where I was sitting inside, I could see her in the garage and it was hard to take my eyes off her. All through the chat I was trying to stop myself lustfully staring at her, trying to concentrate on the conversation, trying to look a little detached and trying to keep my cool. So now in the garage, her gorgeous curves were right there and she looked even better than in the photos. I was desperate to find something wrong, something to break the spell she held over me, so I could consider this car in some sort of logical frame of mind. I spotted a bubble under the paint on the door - that was enough, I started to look closer, for something else, something to help break this spell.



There were a few more paint bubbles, one on the front panel, another on the passenger door, and something on the scuttle just under the windscreen. None of these looked like rust, but I could be trying to convince myself. Apparently she'd had an accident in the front fender years before the current custodians took her, but there was no evidence I could see, all the seams were where they should be (see, I had paid attention to the stuff I had read), and the magnet clung nicely to all the panels I tested. She'd had some cosmetic work done a few years earlier, the doors and bonnet had been painted, rust removed at the sills, but she looked in great original condition. The humid climate was the explanation for the paint bubbles, I tried to be sceptical, but I was willing to accept that as the reason.

I thought I was keeping a lid on the emotions, I managed to convince myself I was considering this car carefully as a machine, but then she fired into life and my heart skipped a beat - I wasn't expecting the throaty burble as she greeted me. A few spits from the exhaust and then a clean and throaty burble, almost a rumble. It was a little strange to realise that my Swedish girlfriend spoke in a deep voice, but it felt nice.

If it was ok for The Kinks, way back when, if it was ok for L-O-L-A, Lola, then it is ok for my Swedish girlfriend.

...and that's the way that I want it to stay.

And I always want it to be that way for my Lola. Lo lo lo Lola.

To hell with "rational thought"... I was in a new "Relationship" and I was in Love!



James Carpenter's P1800 chassis 3494

Hello George,

Thanks for the invite for the 20th March at Yagoona. It wasn't the weather that put me off but my daughter's birthday same day, that was non negotiable so I was never a starter. It poured in Sydney where I was so I hope it was better for the event..

Just a belated thank you for your article in the last but one "Rolling" Mag. OK, I'll admit it's the 1800's and particularly anything Jensen, which always captures my interest so when I got to your article I was rapt, particularly the picture of the 1962 Sydney Car Show. Could the White P1800 be Chassis 2701?... Maybe, maybe not. Given the hours you put into that (many thanks) thought you might be interested in this story.

I've wondered about that picture many times, its also on page 251 of the Eriksson & Collander book. Why, to see if indeed the story I'd been told when I bought 3494 was true.

When I bought 3494 here in Sydney I became the third owner. The second owner had it for some 18 years prior and he was able to tell me the cars full history when he bought it from the first owners, including a little anecdote. He was high in the legal profession at the time and impressed me as having a mind like a trap and not given to embroidering matters. The first owner's address was in Mosman, a notably wealthy address in Sydney (AKA Mosmanites) if you didn't know. They told him when he bought the car that they had bought it new and direct off the floor at the Sydney Motor Show. 3494 arrived in the April of 1962, so presumably it was the 1962 Show the first owners were referring to. I was piqued at my cars possible celebrity beginnings.

I inherited wads of paperwork, everything from original registration documents and sales invoice to all service/repair receipts. They even kept all the original replaced bits in several boxes from the cars very beginning, pretty unique really, all of which I snaffled too at the time. I even have the rather rare (I'm told) original orange hexagon cardboard doily which was rested around the gear stick with brand new P1800's with the diagram on it, showing the gears and which way they worked. Sadly however, no interesting trinket tucked away in the trove as a memento which pointed towards it being bought straight off the stage to seal the case.

I know nothing about how car manufacturers manage stock for car shows. However Volvo are a commercial lot, so as-

Volvo 1800-120 Club Australia Inc.

suming they bought cars over to Sydney to display at the Show then sell them here afterwards, first task is – when was the Sydney Car Show in 1962?. The first registration documentation showed 3494 hit the road in July 1962. I'm a serious contender for the photo then if its April/May through to July - and the Mosmanites weren't telling porkies. If it was May/June through to July then I'll have to share possible honours with 3024 and we can slug that one out.

If it was earlier than April, well, we will bow out gracefully and you could be right, 2701 has the yellow jersey – maybe.

A quick check of the State Govt archives, reveals Sept 4th 1962 was a date the Show was on. So there we go, 3494 retires gracefully. Mosmanites!!!

So second question, if not mine which car could it be? Depending if there are records on when certain cars were first registered and hit the road (do you have those?), I fear 2701's claim could be looking dodgy and 3507 appears the only possibility. But I reckon there's a problem with that too.

If you study the photo, one thing I could never resolve was the certainty it was a RHD car. The windscreen wipers are a big clue, they look as if they are for a LHD, as is the radio aerial. It's located on the left front wing, and if its keeping to the apparent custom of the time usually being the same side as the driving wheel (the first Saint Car has this feature) it is a LHD, so we've all done our dough.

But wait a moment. My dear wife (a former Women's Magazine Editor) tells me that in print often photos are reversed, because it leads the viewer into the scene better.....(called "flipping" in the industry). If done with cars the reversed number plate is the giveaway there, but no number plate on the show stand! Back to the possibility of a RHD?

.....Wonder if Benedict Cumberbatch would be interested in taking over.....I'm off to bed.

That's a great document you've put together George. I was always told there were only ever 15 Jensens delivered here, so nice to see there's a few other strays out there.

Hope 2016 is a good one for you, Vicki and the Club, perhaps see you at another event this year.

Kind Regards
James

Thank you James for researching this and for your contribution to the mystery. I am not sure if we'll ever find out for sure but I am always getting new leads and information to add to the register. So you never know. Now the other question is, where is this 122S two door that is sitting pretty next to the P1800? All the best. George



1962 Sydney Motor Show

VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 1800S (1965)
OWNER : MIKE STONE
TYPE : 18335HE
CHASSIS NO : 16384
COLOUR : 79-1 (WHITE)
UPHOLSTERY : 307-265 (RED LEATHER)



Mike bought this fine example of an 1800S from a lawyer in Brisbane.

He has owned it about 12 years now, and as a testament to fine Volvo engineering, has only done routine maintenance and repair to keep the car going.



He has been plagued somewhat with typical 'junk in the trunk' fuel system problems. Probably why you can now buy a genuine fuel tank again!

Mike seems to have solved the problem by fitting dual filters. I have seen this in a few cars, like a very fine silt that builds up over the years.



Next on the agenda for the car is brakes, suspension and tyres. A new thermostat is needed, too.

Just a weekend's work, Mike!

Mike's 1800 looked resplendent on the day with the 65SNT numberplate just setting off the finishing touch. I have to admit it's very hard to look at these magnificent cars and not think Roger Moore.

It was great to meet Mike and his S.

Volvo Car Club of NSW Inc.

President's Patter 2016 # 4



I am writing this in late May – just before Jan and I launch on an overseas trip to Russia and environs.

We booked this trip when I saw the T-Shirt Mike Exton was wearing at the GnooBlas weekend that he told me came from Russia.

Yes and the year is nearly half way through and we all can't believe it – well I have some advice for all members of all clubs – don't procrastinate because you never know what is around the corner. Lives can change in an instant. We have to do the things we want to do and do them now because we never know how many tomorrows we will have.

We all recently received an expression of interest for the 2017 National Rally in Warwick.

We are going and we are looking at how we can get both our cars to the event.

I encourage all members to sign up for the event and we will be organizing a convoy of cars to travel there in support of one another. So no problems with that.

Rob from Sunshine State Club sent me a message recently and talked about some sort of "bar" that had been set for these events.

There is no bar set. Just put on the best event you can and make sure you do your best. This is all anyone can ask.

There is no competition for who puts on the best event – what is best? Who measures its bestness?

There are no scrutineers for an event. There is no competition for who has the highest number of a particular car because it is patently obvious that every event is different – I am not sure why there is a trophy for the highest number of cars from a particular club at a National rally because if the Volvo Club SA has a rally it is very likely that they will have the largest number of cars at the rally – but who really cares?

Isn't the whole idea just to have something to look forward to where a larger bunch than normal of like-minded nutters get together and talk about their Volvos and numerous other things and have a great time meeting new friends and reacquainting with old friends? Surely this is what the essence of the event is.

Yes, by all means bring along our cars and show them off. Jan keeps asking me what is it that we all are looking at when we constantly peer under one-another's bonnets and into the cabins and boots of our cars – well I am not going to tell her as this really is secret classic car owners business and if she doesn't know then she just has to stay in that state of un-enlightenment until she gains classic car enlightenment.

On another Rally note – Targa Tassie – and the Lone Gulf Carrera Volvo 122S – R – most of us will know the car experienced engine problems. Just talking with Ashley at our last Monthly meeting, it appears there was no mechanical problem but the overheating was a direct cause of the petrol they were using .

In previous years we have always used BP ONLY and added the correct amount of the Nulon octane booster and no problems. But this year gremlins emerged and purchased non-BP fuel and unknown to Ash and Andy until it was too late.

Garry Comerford from Volpro took one look at the engine with head removed and diagnosed the fault. What a shame but it just says something about our fuels – they are not all the same- well at 7000 rpm for an hour or so they certainly do not behave the same.

I know all the club members hold Ashley and Andy in the highest regard and commiserate with you because we do know how much the Targa Tassie means to you both and how successful you have both been due to your excellent preparation of the car and the amazing level of pre preparation of your rally notes.

But as they say in the classics –That's Racing.

For our members I encourage you to get out your winter clothing – but judging by the current weather you may not need them – but I am of course alluding to Christmas in July in Oberon.

I have a certain feeling that regardless of climate change and a persistent Southern Hemisphere warm period, OBERON will be cold and very likely there will be some snow and or ice .

So please get your bookings in and monies to Dani and Syd as it will be a fabulous weekend.

Again I extend an invitation to members of the 1800-120 club to join us as well as members of other Volvo clubs who just want a great drive and a fun weekend.

Lastly I want to thank King Arthur and Queen Judy Bransgrove, ably assisted by Karen and Boyd Symington for our fun Mystery tour. What a fantastic event – the roads were sensational – up hill and down dale – beautiful vistas and into little townships that we didn't even know existed.

The event went like clockwork – which just means it was extremely well organized.

I was just a bit concerned at Queen Judy handing out little packets of lollies to the participants?

There were the usual pranksters – parking in front of the signs on some stud entrance gates so no one else could see the name thereon.

I still reckon the bull on the fence was black and not brown!

Thanks a million you guys and gals for a wonderful day and of course the popular event winners were a wonderful elderly couple who just pottered along and well deserved to win.

Don't always drive the highways – the back-roads are invariably more interesting.

Ted Warner.



Mike's T-shirt

Volvo Car Club of NSW Inc.

Committee 2016

**Affiliate of the
Council of Motor Clubs**



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Monthly General Meetings



140 Rookwood Road, Yagoona

First Wednesday of very month from February to December.

6pm for a social dinner, and 8pm meeting start.

Call Jules on 0409 161 357 if you get lost.



Model Gurus

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

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

Social

Shannons Sydney Classic (CMC)
Sunday August 14th 2016



1800/120 Club 30th Birthday Bash - Hunter Valley
Friday 9th to Sunday 11th September



October and it's Karting again.

The plan is to go to **Marulan Driver Training Centre** on **1st October**, track opens at 9.00 closes at 4.00 and the cafe opens at 8.00 for that first or second cup of coffee.

This is an open practice day so the club does not need to provide insurance for the event. I have put the club's name down for the day so we will need to know how many starters there are going to be. There can be a second person in the car for instruction if people need some guidance and for any younger drivers minimum age is 15.

Cost \$110 per person for the day, \$40 for a licence (this last for 12 months) A current 2s CAMS licence is acceptable. If you need a helmet it is \$20 plus a refundable \$50 deposit. Clothing is neck to ankle; to wrist and covered shoes. <http://www.mdtc.com.au/>



Christmas Party
Saturday 26th November 2016
Hosted by Tony & Olga again....we had such a great time last year!!



April Observation Trial

After an early morning coffee 60 excited passengers in 22 cars were checked in and ready to roll off the grid at Sublime Point for the start of the 250K trial on hack roads. Drivers were given instructions and passengers were armed with paper questions, pens and maps ready to start the 1st half of the trial.

Karen and Boyd left early to our lunch spot at the Oaks Hotel to set up the Volvo flag etc. and Arthur and I left at the end of the queue to make sure that no one had taken a wrong turn or got lost. When we arrived at the Oaks Hotel every one had arrived on time and were well into socialising by the time we got there. They were amazed at some of the places they had seen and the beautiful country scenery. The highlight of the morning was driving underneath the big overhanging rock out of Picton. After a hearty lunch and photos taken the drivers assembled again ready to receive their instructions and roll off the grid for the second half of the trial.

As the afternoon went on we started to catch up a little with Sunday traffic. Karen and Boyd went on first to fly the flag at the finish line and Arthur and I again travelled behind. We finished at MacDonalds at Edmondton Park. It was the only available spot in that area because of all the new development going on. When we arrived there everyone was accounted for and socialising well. Paper answers were then handed in, question answers counted and winners presented with prizes. Ted and Warner(1st), Russel/Alison(2nd), Andrej/friend(3rd Visitor), Lynelle Titcumb(4th Visitor). Congratulations all of you!

Special thanks go to Karen and Boyd for their tremendous effort helping us. You both worked so hard and above and beyond the call of duty. We thank you all (Club members and visitors) for participating and making the day a huge success.

Judy Bransgrove



Volvo PV44 Story

Lincoln Morehead, Sr., established Morehead Auto Sales in 1946 and took on a Volvo franchise in the late 1950s. Mr. Morehead added the Honda lineup in 1974, and sold both marques out of his famous windmill building in Middlehope, NY, until giving up the Volvo franchise in 1998. They now specialize in Honda.

For various reasons, Mr. Morehead ended up hanging on to three brand-new, end-of-run Volvo models that the family would keep for decades. Longtime readers of [Hemmings Sports & Exotic Car](#) will remember their 1981 Bertone Coupé, a 36-mile car whose full leather seats were still wearing the plastic wrappings installed at the factory for shipment.

This car was sold overseas in 2007, and most recently appeared on the Volvo Cars Heritage stand as part of a special Bertone Volvo display at the 2015 Techno Classica Essen classic car event in Germany. It's currently owned by a Dutch Volvo specialist, and shows 62 miles on the odometer.

Also sold in 2007 was an 80-mile 1967 122S wagon, which the family held onto after repaired shipping damage rendered it unsellable. This car was soon purchased by *Automobile* magazine columnist Jamie Kitman – his parents bought an identical model new in 1966 – and he's put more than 4,000 miles on it since.

The last original, never-sold Volvo is now in the process of being recommissioned.

Related: [The "Flying Sikh" wins the 1965 East African Safari Rally – in a Volvo PV544](#)

I remember Mr. Morehead and his son Ronnie telling me about this 1965 PV544, while I was photographing the Bertone in 2006. It had been traded to them by another Volvo dealer, and would be the last PV that the dealership had in stock. In the mid-late 1960s, the car's 20-year-old design (dating back to the PV444, first shown in 1944!) and price (close to that of the larger and more sophisticated 122) made it a tough sell. This car sat in the showroom until 1968, when Mr. Morehead filled its trunk with spare trim parts and the remaining 544 showroom display paraphernalia, and tucked it away in his home garage, under blankets.



Volvo runs away from other popular-priced compacts in every speed range, gets over 25 miles to the gallon like the little economy cars and virtually lasts forever.

Volvo Distributing, Inc.
Rockleigh, N. J.

Make: Volvo	Model: 544
Equipment:	Price:
Fully Synchronized 4 Speed Transmission	Standard
Factory Undercoating	Standard
Farm Signals	Standard
Dual Carburetors	Standard
Electric Windshield Wipers	Standard
Fresh Air Type Heater & Defroster	Standard
Padded Instrument Panel & Sun Visors	Standard
Volvo Three Point Safety Belts	Standard
Vinyl/Cloth Upholstery	Standard
Full-Flow Oil Filter	Standard
Doorless Light	Standard
Arm Rests	Standard
Cigarette Lighter	Standard
Tool Kit and Jack	Standard
Factory-Balanced Wheels	Standard
Trip Mileage Counter	Standard
White Sidewall Tires	Standard
Importer's Suggested List Price P.O.E.	\$2,330.00
Warehouse and Handling:	\$ 15.00
Transport Charge:	\$ 10.93
Total Suggested Retail Price:	\$ 2,355.93
Serial No: 457805	Engine No: 31343
Port of Importation: ☒ Newark, New Jersey ☐ Jacksonville, Florida	
Method of Transportation to Dealer: ☒ Haulaway ☐ Driveway	
SCHWARTZ MOTOR SALES ROUTE 17 LIVINGSTON MANOR, NEW YORK	

A Volvo Drivera Poem by Bob Miller

You'll see me driving down the highway in my Volvo 244
They say I've caused some accidents but I'm not keeping score,

And you won't get me for speeding ,cause I sit on 80ks,
And I always take my Volvo, when I go on holidays.

You see I'm always meek and gentle when I'm driving all around,

And I never get frustrated cause my driving is renowned,
Well that's what all the boys say in the Volvo drivers club,
But you'll never get to meet them ,cause they don't go to the pub.

You might think me quite confusing in the middle of the night as I chuck a left hand turn as my blinker flashes right,
And you can spare me all those curses if I zig zag or I stop 'cause I don't know if I'm going here to another shop.

But when I hit the freeway, that's when I'm on my own,
When I get that surge of power as I use my mobile phone,
When I grab that old Akubra from the window in the rear,
And perch it on my forehead so you people know I'm here.

No I won't be giving signals and who cares if you complain I'll just plant my foot down to the floor when there's a passing lane.

Then I'll just sit her back at 60, just to make you whinge and whine,
And I won't be overtaking, so you'll just have to stay in line.

That should teach you people that I love my Volvo so,

And I don't know why you curse me every single place I go I know that I'm erratic and not subject to prediction,

But I know the world's against me ,so it's just a pack of fiction.

But lately I've had nightmares when I lose my self control I dream of accidents, statistics adding to the highway toll,

And I know I'll have to sacrifice and sell my 244 And trek that lonely track to a Volvo's dealers door,

So I've finally gone and done it sold the one thing that I love,
And blessings now should rain on me from out the sky above,
But you know I've been stupid and I've been a little naughty .
See I've traded in my 244 and bought a 740.



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Ted's Tips

What's Happening?????

Since I last put 'pen to paper', read tapped the buttons on the keyboard, -(doesn't sound as good as "pen to paper" – does it?) things have gotten even spookier or more spooky – whichever degree of spookiness you understand.

Where to start?

In time order – On Sunday 14th May Russ Arnold in the "RED ROD" and myself in the "Sewdsh Cream Dream Machine" rendezvoused at the Subway on the Princess Highway at Heathcote as planned and anxiously waited for the arrival of Boyd Symington in the "RED ROADSTER" .

Oh – we were on our way to the Historic Motoring Day – having decided to visit the Motorlife Museum.

Please allow me to digress slightly and explain the difference between a 'ROADSTER' and a 'ROD'.

As I see it in the context of the great mass of things RED that are a self-propelled automobiles – there isn't much!

Russ' car has the correct wheels –as he continuously tells everybody – and tells everybody – so we will call it the ROD. Whereas Boys has the wire wheels – which are not strictly correct but we can squint our eyes a bit and imagine the car in 1962 with chrome wire wheels – so it is a ROADSTER – and like a lot of roadsters the steering wheel is on the wrong side of the car. So there it is

Back to the story

So Russ and I were waiting for Boyd when a phone call came through that the RED ROADSTER would not start. WHAT THA???? Wouldn't start – a RED ROADSTER would not start.

Yep that is the start of it.

It seems Boyd had opened up his surgical kit and examined the possible causes – fuel line blockage – nope – blew air into the tank and fuel came out of the line – after removing the clogged fuel filter from before the fuel pump. Checked the spark – all OK. But it wouldn't start.

On hearing this we brothers in P1800 thought we had better go to his aid as his car was still in his garage and the half hour late that Boyd predicted looked like stretching out a bit.

So the cavalry – read Russ and Ted- kinda sorta cavalry- arrived.

Diagnosis from head surgeon Boyd was "The car is suffering from Ted's Syndrome".

Hang on I said to myself, in my mind that is – as I still have one, Ted's Syndrome ??????

Was he using my name in vain? Was he paying me a compliment? Was he taking the pi**?

It was 9.30ish on a Sunday morning, so pretty early for me and I felt a bit confused, but I put this down to the after effects of a Cortisone injection into my knee the previous week and the Voltaren anti-inflammatory drugs I was taking to keep the swelling under control – the swelling WAS in my knee !

This is the first documented case of Ted's Syndrome – the symptoms being 'can't get fuel to the carbies' - where intermediate hosts are involved.

(What crap is he going on about this time I am sure you are asking? – well you write something for the magazine)

OK so stay with me here – oh and Karen brought us a lovely cup of coffee about now-

It harks back to the Show and Shine –yep would you believe it – because NEITHER of the P1800s was there. But with my background in Invertebrate Zoology and having studied Parasitology I know how diseases get around.

It is obvious that the prognosis of the syndrome fuel not getting to the carbies' that afflicted the Swedish Cream Dream Machine (SCDM) at the National Rally can be transmitted through intermediate hosts !

Holy wheel nuts, this is serious!

As with certain other viruses, a dirty cleaning cloth, using the same tools on one car and not sterilizing them before working on the next, dirty overalls with oil and grease from one car transferring to the next, coolant – yes coolant will do it – even though it is green. You know what I am talking about.

So the SWEDISH GREEN RACING MACHING (SGRM)– AKA Volvo 122S – that looked like a million bucks at the S 'n S and the BANANA CAR – AKA 240R were in the same parking area – it is obvious

(perhaps only to similar nutters who are still reading this story and haven't fallen asleep as yet) that onlookers have rubbed against the Green Machine and then walked to the Banana Car and given that dirty tools and fluids have passed from the SCDM to the SGRM the latter has been a CARRIER and transferred the virus to the BC!

Yipes Robin!

Then when BC got back to its garage –the dirty tools and cloths used on the BC, laden with the bug were used on the RR and this is how the fuel problem occurred – QED – (*Quid Erat Demonstrandum-Latin for 'that which was requiring to be proven' -*)

The diagnosis turned out to be a hardened rubber hose not connecting to the new fuel filter. This was determined after the fuel pump was disemboweled and nothing found to be wrong with it. A small length of metal tube inserted in the line and eliminating the filter solved the issue.

But then some 2 to 3 hours had passed and Karen had just baked a tray of beef and Guinness pies.

So we stayed and didn't drive to the Motorlife Museum -----but it doesn't stop here –

Tuesday morning arrived and the SGRM was going for its annual roadworthy inspection. Now I did check everything before going but given the car parks into the garage nose first I did not test the stop-lights. So car is jacked up by the examiner, the wheels wiggled etc, the Fiamm horn works –indicators, washers, wipers, reverse lights, then – "NO BRAKE LIGHTS Ted" says Peter. WHAT THA! Says Ted – inspection revealed he was right and no provoking would get a glimmer out of the brake lights.

ARE YOU STILL AWAKE?

This is the spooky part. Russ Arnold and I had only the previous week been playing cars and he brought the RR to my place. He had recently replaced the brake light switch on his car due to its malfunctioning.

I mean this is no longer coincidence when a week later the SGRM has EXACTLY the same problem.

Obviously another documented case of transmittal through an intermediate host or do these cars really communicate.

I mean this is spooky.

PS On a much brighter note all cars involved in this story are now in perfect mechanical order and running well. No animals were used in the testing of this theory.

Ted's Syndrome will be written up in the next journal of BS&THUC.

Safe driving and keep your tools clean.

See you on the highways of life.

Ted Warner

Happy 25th birthday 850!



The Volvo 850 was the car that changed everything – a front-wheel drive Volvo with a 5-cylinder transverse engine. It was the result of the Galaxy project, which got its name because it was aiming for the stars. The 850 series achieved great success in the field of motorsport, and was the first car from Volvo available with AWD.

The brand new Volvo 850 GLT had its world premiere in the Stockholm Globe Arena on June 11 in 1991. The model was the result of one of Sweden's largest industrial investments and differed fundamentally from previous Volvo designs. It had front-wheel drive, a five-cylinder transverse engine and offered a whole new level of driving pleasure.

The new car was launched under the banner "A dynamic car with four world-firsts". These new features were the transverse 5-cylinder engine, the Delta-link rear axle designed in-house, the integrated side-impact protection system, SIPS, and the self-adjusting front seat belt.

Even though the design was reminiscent of the 700 series, the 850 was a completely new car. The work on developing the model began back in 1978. At a meeting held that year, it was decided that it was now time to think freely and aim for the stars. That's why the project was christened Galaxy.

Project Galaxy resulted in two model series – one Swedish and one Dutch. The underlying technology was developed jointly, after this the teams split up. The Dutch company Volvo Car B.V went on to develop what would become the 400 series, while Volvo Cars in Sweden developed the 850 series.

The first model to be presented was the 850 GLT, with its 20-valve normally aspirated engine producing 170 hp. During

the development phase, Volvo worked actively to make the 850 GLT a lively car that delivered great driving pleasure while achieving the correct intake and exhaust noise.

The next important 850 version was presented in February 1993 – the estate car. It boasted typical Volvo features such as the abruptly-ending rear section for maximum load capacity. One new design feature, however, was the extended vertical tail lights that covered the entire D-post. During the development work, Chief Designer Jan Wilsgaard had a model on which the large tail lights could be removed and replaced for comparison. The estate version was subsequently awarded the prestigious Japanese distinction "1994 Good Design Grand Prize" as well as the Italian "Most beautiful estate"

The 850 series was soon expanded with various engine options. The model that would achieve most attention was presented at the Geneva Motor Show in 1994. With its distinctive yellow colour, the T-5R really stood out like an exclamation mark on wheels. This special model was intended to be manufactured in a run of 2,500 cars. The turbo-charged engine with intercooler produced 240 hp and a torque of 330 Nm. The equipment on the car included special spoilers, a square exhaust pipe and 17" alloy rims going by the name Titan. The yellow cars sold out in a couple of weeks, and so the same number of black cars were produced, finally followed by a run of 2,500 dark green T-5Rs.

1994 was also the year when Volvo returned to the racetrack – and did so in an extremely eye-catching way. When two 850s drove up to the starting line for the season premiere at the Thruxton track in southern England, they were in the estate version! Competing with

a "van" in Europe's most prestigious standard car series, the British Touring Car Championship (BTCC), attracted an enormous amount of attention. Volvo invested heavily alongside Tom Walkinshaw Racing, with the two cars being driven by the Swede Rickard Rydell and the Dutch driver Jan Lammers. In 1995, estate cars were practically made illegal by rule changes and Volvo switched to the saloon model. That season Rickard Rydell came in third place overall in the championship.

Right from the outset, the press called the Volvo 850 "the world's safest car", and in 1995 it introduced another world first in terms of safety. At this point, the Volvo 850 became the first mass-produced car to come with side-impact airbags.

The 850 AWD – the company's first four-wheel drive car that was launched in 1996 – was a pioneer for Volvo. The 850 All Wheel Drive had four-wheel drive engaged at all times – a viscous coupling automatically distributed the power between the front and rear wheels. If one of the rear wheels started to spin, the electronic TRACS anti-spin system automatically distributed the power between the front wheels to the one with the best grip. The 850 AWD was powered by a newly developed engine with light pressure turbo boost producing 193 hp, and was a predecessor to Volvo's four-wheel drive XC models.

1996 was the final year the 850 was in production. When the models underwent a major upgrade in 1997, the designations were changed to S70 for the saloon models and V70 for the estate version. A total of 1,360,522 cars were built in model versions originating from the 850 series.

Source: Volvo Cars

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

XC60 BRAND NEW TAIL PIPE Teddy bought it for his V50 but it is toooooo big. BARGAIN \$30.00 plus postage.



Chris Bennett 0403920274. Email: volvoclassic1800120@yahoo.com.au

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models. If you are looking for that extra bit of organised storage or "a cupholder" this will the article to get. Fits nicely between the seats. Comes with instructions to fit and is available for manual or automatic versions.

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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, or volvoclassic1800120@yahoo.com.au. For exchange ring Gerry Lister on 02 9499 6666

GREEN 1984, GL 4 DOOR SEDAN registered until august 2016 has a/c and all the standard factory fittings. It has travelled 143,200km is in very sound condition inside and out, has original maintenance manual and owners handbook and only needs the replacing of the exhaust system. I am happy to send photos of the vehicle. Contact John Kerley on 0407 366 988 or email jonk@netspace.net.au

NUMBER PLATES Add the final touch to your project 122 by adding a set of personalised



plates "ONE 22". First time available in 25 years. For \$1,500 you can keep them as they are, or for a small fee to Qld Transport you can have them remade in a colour that suits your car. Please call Linton on 07 3359 6818.

240 ON GAS WITH REGO The car is running gas and is registered to approx. June. \$2k was spent on rego last year. Price is negotiable, please contact John (selling on behalf of Ailsa on 0435152652 or 53486704 for more details.

EIKER (POLARIS REPLICA) WHEELS Brand new eikers / polaris rims for sale. Factory option for the 200, 700, and 900



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VOLVO CAR CLUB OF VICTORIA

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



() <u>New Application</u> (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.) () <u>Renewal</u> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)	Annual Membership fee is \$50 for Adult/Family and \$25 for Student/Pensioner. New memberships begin from date of processing, and are valid for 12 months. At the end of this period you will be asked to renew your membership (a renewal form will be posted with your final magazine). Renewed memberships are for 12 months from your membership expiry date (not date of payment).
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I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.	
Signature	Date.....

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

Volvo Car Australian dealers

Queensland

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

New South Wales

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

Australian Capital Territory

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

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

Tasmania

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

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

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

Northern Territory

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

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

Rolling Australia

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