

ROLLING

AUSTRALIA

NO.210 SEPTEMBER/OCTOBER 2013



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ROLLING

Rolling Australia September/October 2013, Issue 210

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Contents

Victorian Events Calendar	2
President's Prattle	3
242GT & 262C Register	3
The Editor's Desk	4
Treasurer's Report	5
News	6
The Big Day	7
1800/120 Club Pages	8
Point Cook Air Museum	18
Travel Tales	19
Volvo Imagineering	19
Volvo's new Drive-E powertrains	20
VCOA Rolling Magazine Feature	22
Brickbats & Bouquets	26
South Australian Club Pages	28
NSW Club Pages	30
Classified Ads: Cars & Parts	38
Victorian Club Membership Form	40
Australian Volvo Dealers	41

Front: Gerard Gowans' 760 on the road with tornado-damaged trees near Lake Mulwala
Rear: Kevin Greenaway's long-lamented 1800ES in good company with a fighter jet

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Victorian Events Calendar

FOR THE LATEST EVENT UPDATES AND INFORMATION VISIT THE CLUB'S WEBSITE AT WWW.VOLVOVIC.ORG.AU

Sept.

4 (Wed)

Night Meeting, 8pm

See the website for more information on tonight's guest speaker.
South Camberwell Tennis Club,
332 Burke Road, Glen Iris, Mel/Ref 59 H6.

15 (Sun)

Monthly Club Run

Geelong area TBC. Details at Night Meeting or website.
Contact Greg Sievert on 0401 713 595 or email greg.sievert@gmail.com if you plan to attend.

29 (Sun)

Bay to Birdwood Classic Adelaide

For more details please visit the website:
www.baytobirdwood.com.au

October

2 (Wed)

Night Meeting, 8pm

See the website for more information on tonight's guest speaker.
South Camberwell Tennis Club,
332 Burke Road, Glen Iris, Mel/Ref 59 H6.

26 (Sat)

RACV Motorclassica

Royal Exhibition Building, Melbourne. The club plans to participate in the outdoor display with other clubs (called the "Club Sandwich" this year as it will also have internationally-themed food vendors on site) on Saturday the 26th. Contact Lance Phillips ASAP if you wish to display your classic Volvo as we have a limited number of spaces. More info: www.motorclassica.com.au

27 (Sun)

Monthly Club Run

We'll meet at the service station on the Calder Freeway - outbound - just past the Calder Raceway at 9:00 AM, and depart for Muckleford at 9:30 AM. From there we will drive to Muckleford to attend the "Mucklefest 2013" at the Muckleford Station, a display of vintage cars, machinery, steam train rides, entertainment. Bring a picnic lunch, or available on-site food vendors. Please advise Greg Sievert 0401 713 595 or email greg.sievert@gmail.com if you plan to attend.

November

6 (Wed)

Night Meeting, 8pm

See the website for more information.
South Camberwell
Tennis Club, 332 Burke Rd,
Glen Iris, Mel/Ref 59 H6.

9-10 (Sat-Sun)

Historic Sandown

We've again been invited to participate in the 2013 'Red Hill' Car Display. Benefits include: Prime location to watch the racing; Free entry for Car and driver as well as 1/2 price entry for all passengers; Secure parking among like minded enthusiasts; chance to win awards for best club display and best club car on display. Under 16 free. To achieve free entry/discount the car MUST have a WINDSCREEN STICKER ATTACHED. Please advise Lance Phillips ASAP if you are interested so we can secure a number of places/stickers for Club cars.

17 (Sun)

Monthly Club Run

Location TBC - details at Night Meeting or watch the website. Contact Greg Sievert on 0401 713 595 or email greg.sievert@gmail.com if you plan to attend.

Late November


Christmas Lunch

Details to follow in next magazine and will be posted on the website once confirmed.





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Bayswater 3153

PH: 9762 9353
FAX: 9761 1593



Michael Van Winsen
Owner

WE ARE HERE



President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

Well, another AGM over and the members have seen fit to re-elect me as President for another 12 months. I appreciate their confidence in me or no one else wanted the job!!

I thank the outgoing Committee for their help in maintaining a steady course of the last 12 months and welcome 3 new members for this year.

Greg and Ben have lifted the bar again on the magazine and I am sure all the Clubs appreciate the quality.

The National Rally highlighting John's PV52 and Len's PV544 was given a 3 page spread in Rolling, the official magazine of the Volvo Club of America courtesy of VCOA Editor Jan Nystrom and our Editor Greg Sievert. It is good to get international exposure.

We look forward to the return of Volvo to motor racing in the form of an S60 V8 in the V8 Supercar Series in 2014. It is a factory backed team with Gary Rodgers Motorsport and Polestar.

Vale: It was a sad couple of weeks recently with the passing of 2 long time Volvo Club members. Our thoughts went out to Marian Pearson of NSW on the loss of Roger who was a long-time member of the 1800/120 Club and the NSW Club. He was also a fellow Vietnam Veteran.

Bob Mitchell of New Zealand who with his wife Thelma had been to several National Rallies and was a member of our Club as well as the Volvo Enthusiasts Club of NZ. Bob passed away at 90 years of age. Thelma is also not well.



I, along with Committee look forward to 2013/14 as another successful year with our membership nudging 230 now.

I hope to see you soon at an event or meeting.

Lance Phillips
lancephil@bigpond.com

242GT/262C Register

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

It has been an interesting couple of months on the GT/262 Register.

There have been a number of cars on the market with some selling but others not. The bottom end price wise is more buoyant with sales than the top end which could mean more "projects" on the go.

The Register has been able to be updated with information coming through on cars that have changed hands so ones that may have been an "unknown" now have a name which is good.

I met Craig, Chris and Ken from Adelaide in Colac recently where Craig was picking

up another "project" being a 1980 242GT. Firstly we had to drag the body shell out of the back yard to around the front where it was unloaded and pushed in so that the motor could be "dropped" back in and the doors fitted and remainder of parts stored in the car before being reloaded on the trailer for the return trip to Adelaide behind the XC60 D5 Polestar which handled the job like the trailer was not there.

My 242GT auto has moved on to a new home amongst other Volvos including GTs as well as other classic cars. This left space

in the car port for the V70 T6 recently acquired. I have been told the gate is closed to any further "projects" but time will tell!

If you see a 242GT or 262C and can jot down the Rego [or remember it] and any other details drop me an email. All information is appreciated.

If you are an owner and have a story to tell we would love to hear about your car.

Lance Phillips
lancephil@bigpond.com



The Editor's Desk

GREG SIEVERT 0401 713 595 GREG.SIEVERT@GMAIL.COM

Another year gone

Hi everyone - another year has passed, and I'm here again as your editor. In fact, the club's officers are the same as last year (surprise?) We do have some new committee members - thank you Doug and Andrew for putting your hands up, and we look forward to some fresh ideas. Looking back, I joined the club in January 2000, when Wayne and I moved to Australia. In over a decade, we've made a lot of great friends - some of whom we see often, and others we see maybe once a year at a national or interstate event. Unfortunately, we've just lost two of our Volvo friends - Roger Pearson (from NSW) and Robert (Bob) Mitchell (from New Zealand). I believe we first met Roger and Marian at the Geelong National Rally

Opel just pulled out after a year or so in the market, citing competitive pressures from the Japanese and other imported cars (their European-sourced cars were apparently too dear, and could not be sold at higher prices such as Volvo/BMW/Mercedes). Ford has announced plans to stop building cars and engines in Australia in several years' time, and Holden has been in the media recently discussing the future, with an imminent vote by assembly works to changes to their EBA to improve competitiveness to try and put the best case forward to General Motors to keep the plant going with new models after the current VF Commodore (and Cruze) run their course. Government co-investment also plays a role in any decisions, as the global car companies will build cars

As I've mentioned before, Volvo Cars North America offers a tourist delivery program, whereby they pay for 2 round trip flights to Sweden, a night's hotel accommodation, transfers etc. and a good discount off the MSRP of a new Volvo. You can use the car to tour in Europe (includes insurance and rego) and then they ship the car back to the USA where you take delivery at your local Volvo dealer. Unfortunately, due to Australian taxation regimes, there is no benefit to importing a previously-registered car, so I presume this is why Volvo cannot offer a similar program in Australia. We can only hope...

Finally, we had a great write-up of our National Rally, John Johnson's PV52 & Len Ward's 544 in the Volvo Club of America Rolling magazine (see page 22).



in 2001 - they rode with us on a drive down the great ocean road. We enjoyed their company at multiple National Rallies over the years, and our thoughts go out to Marian at this time. We met Bob and Thelma Mitchell at a National Rally as well (I can't recall which one). They attended several National Rallies, including Clare, SA in 2003. I used to correspond with Bob via email or phone once or twice a year, and he kept me up to date on Thelma's unfortunate deterioration with Alzheimer's/dementia. Last time I talked to Bob - over a year ago - he wasn't doing too well. We're sorry he's gone and pass on our condolences to his Volvo friends in New Zealand.

Times are interesting for the automotive industry, especially here in Australia.

where it is most economical and they are attracted to countries (and states in the USA) that provide government assistance. It's basically a bidding war of countries, because almost everyone wants to have a strong manufacturing sector, creating jobs and investment. We're on top of another Australian election as I write this, and the outcome may or may not be detrimental to the manufacturing sector going forward. Time will tell.

My parents are in Sweden at the moment and have just taken delivery of a new Volvo XC70 T6 with all the bells and whistles. They are over with a group of Volvo Club of America members touring Norway and Sweden. This is the 2nd Volvo they have taken delivery of in Sweden (the first being a V50 T5 AWD back in 2007).

Thank you to Jan Nystrom for pulling this together with stories from John and Len. We have several spare copies of the VCOA magazine and have passed them around at the club meeting. The photos for the stories were taken by our intrepid club member and photographer Gerard Gowans. If you have attended a recent club event (including the Corowa National Rally), it's likely that Gerard took a lot of great photos. If you request, he can email photos of you and/or your car - he can be contacted on gdgowans@bigpond.com (you'll need to let him know what event and the rego/details of your car so he can identify the photos).

Regards,
Greg Sievert

Treasurer's Report

ADRIAN BEAVIS 0402 203 437 (AH)

Bank balance at 29th of June is \$9,359.45. If you have any questions please contact me. The Audit for the club has been completed (thanks to Jim Dix). A copy of his report is available at the club meetings. If you wish for a copy, please let me know and I will provide you with one. The key features of the report are the Profit and Loss Statement, shown in the table.

The club made a surplus of \$3297 in 2013 compared with a surplus of \$1756 in 2012. Much of this increased surplus occurred because of the National Rally organised by the club this year.

There are a couple of things to note about the Profit and Loss Statement:

- For 2013 we created a new entry 'Rallies' so that we could keep track of the finances around our conduct of the National Rally. This entry does not exist for 2012.
- In 2012 there was a donation of \$4000 made to the club (of which \$3000 was dispersed as a Donation to other Volvo Clubs). This was from Volvo Cars. In 2013 this donation was included within the Rally income.
- In 2012 there was \$2530 on sundry income. This occurred because we lost the financial data when the computer crashed and we could not reinstall it using the current version of our accounting package QuickBooks. I had to reconstruct the data from bank statements, and the purpose of some payments could not be identified and so were classified as 'Sundry'. This was done within the spreadsheet program Excel. For 2013 we went back to the use of QuickBooks, and the data were recorded as received, so with greater precision.
- There is no charge in either year appearing for the cost of the club website. This is because the payment for 2012 occurred late in the preceding financial year, and for 2013 after the financial year had ended. It cost us \$198 this year.

Finally, the Auditor found that the assets of the club totalled \$9850 at the end of the year, which compared with assets of \$6593 for the previous year.

So ends Financial Year 7 as Treasurer. I am back for Year 8 again, and am planning retirement from the role after 10 years if no one volunteers beforehand. If you are interested in serving a long apprenticeship in the mysteries of accountancy, let me know and I will guide you to this wonderfully rewarding knowledge. Meanwhile, hats and ignition on, over the horizon and far away

Adrian Beavis,
0402 203 437 (AH)

	2013	2012
Income		
Membership subscriptions	\$7,415	\$7,060
Advertising and sponsorship	\$16,005	\$810
Club meetings	\$398	\$400
Rallies	\$23,709	\$-
Donations	\$-	\$4,000
Magazine contributions	\$5,281	\$7,508
Sundry income	\$84	\$2,530
Other revenue	\$354	\$409
	\$38,846	\$22,717
Expenditure		
Advertising	\$409	\$-
Auditor's remuneration	\$330	\$396
Bank charges	\$118	\$120
Books and magazines	\$120	\$-
Club functions	\$441	\$371
Depreciation – plant and equipment	\$180	\$124
Donations	\$-	\$3,000
Equipment rental	\$-	\$47
Filing fees	\$44	\$43
Hall hire and suppers	\$1,174	\$1,307
Insurance	\$786	\$769
Magazine production	\$9,663	\$10,167
Miscellaneous	\$100	\$40
Motor vehicle expenses	\$47	\$-
Office supplies	\$273	\$-
Postage and delivery	\$3,358	\$3,685
Rallies	\$17,866	\$-
Subscriptions and memberships	\$200	\$397
Trophies and prizes	\$400	\$495
	\$35,549	\$20,961

News

SOURCE: VOLVO GLOBAL NEWSROOM

Welcome New Members!

The Volvo Club of Victoria would like to welcome the following new members to the club:

- Gurbakhish Singh (S60)
- John Fields (244DL)
- Percy Wright (S60, S40)
- Dale & Lorraine Watson (242GT, XC90, 940)
- Andrew Daley
- Darrell Pitcher

As of the 12th of August, the club has 235 members, 21 of whom have outstanding membership dues.

Club Stickers



Club stickers are selling well! They are highly-detailed "3-D effect" stickers with the clear polymer "dome" on top, and look great on the

back window of your car (or on your fridge, computer, etc.) Prices are as follows: \$4 each, or 3 for \$10. Stickers are available for purchase with your membership renewal,

or pick-up at the night meetings, or can be posted for \$1 extra regardless of quantity. Contact Lance to purchase.

CH Plates

If you have a car on Victorian club (CH) plates linked to the Volvo Club of Victoria, it is mandatory to keep your membership current. Refer to www.aomc.asn.au/cpsnewfaq.htm for Frequently Asked Questions.

It is also suggested that you have a copy of the VicRoads club permit handbook in your car – these can be purchased from the club secretary John Johnson.

If you have any questions about your club membership status, please contact the membership secretary, Greg Sievert on 0401 713 595 / greg.sievert@gmail.com

The Ultimate 40th Anniversary Gift

The orange-coloured Volvo 1800ES from 1973 of Norwegian Petter Aasland, got the ultimate gift for its 40th anniversary. For the first time in its life, the car was finally given the opportunity to use all its four gears, and the overdrive, at a ceremony at the Volvo Cars Demo Centre. The beautiful and shiny car has only covered 470 km since it left the Volvo factory in 1973, and has only been driven in first and second gears.

Having been on display in the reception area of the VCI building since January, Volvo Cars Heritage arranged so that the owner and his car were given the opportunity to experience some magic moments together. This unique occasion was staged in the presence of a small group of Volvo enthusiasts who joined in the celebration and raised their lemonade glasses for a happy future of both car and owner.



A proud owner and his car: Petter Aasland and his 71973 1800ES, now with some more miles on the meter and the new experience of having been driven in all gears!

Magazine Postage

Notice to members of all clubs: for magazine delivery issues please contact the Editor and also your club's membership secretary (for address changes); if you're receiving duplicate magazines, please advise the Editor so we can keep costs down in future.



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Keys Rd

Warrigal Rd

The Big Day

It has taken me a long time to write this short story.

When my (now) husband Andrew proposed to me, one of the biggest decisions I had to make was not about the dress, or the flowers, but rather which car I was going to show up in. It was without a doubt going to a Volvo of course, but which one?

I had numerous Volvos to choose from (well dad's Volvos). I would have loved to use our 242GTs, but trying to elegantly get out of the back seat of a two-door car wouldn't have worked. This issue also took the 1800 out of the question, so the 120 was. We were lucky enough to be able to use Len Ward's 120 for my bridesmaid, my sister.

About two weeks before the big day, dad decided he had better see if the 120 would start. It hadn't moved from the shed for quite a while (in fact I can't remember the last time it been for a spin). She was a little hesitant at first, but then came to life.

The day turned out to be amazing...apart from the weather. It poured with rain (yes this is supposed to be good luck), but of course on Phillip Island you can get four seasons in one day.

My dad called in some favours, and we were lucky enough to be able to get some photos at the Phillip Island Grand Prix Circuit.

I can't thank Len Ward, and my dad, Rod Patton enough for letting my sister and I use your 120s - they were perfect for my special day.

On another note, my husband of almost 2 years, who is a qualified mechanic, is slowly learning his way around the engine of my 242GT. My dad could not wait to hand ball the repairs and problems to him.

Clare Patton



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Membership

Joining fee \$5.00
 Annual Membership \$35.00
*Download membership form from
 Club website or email Secretary*

Life Members: Kevin & Margaret
 Greenaway

118 Members

President's Report

"Collectible" - worthy of being collected....

So when it comes to cars, what makes a car "worthy"?
 Is it rareness, or desirability? If the latter, what makes it desirable? It cannot be the former, as there are certainly some rare cars out there that are not "collectible".

I submit readers that beauty is in the eye of the beholder.
 I have quipped in these pages before that currently, a 123GT is the most collectible Volvo.

But I must confess of late that the thought of a pristine PV444 has tempted me. This all started with seeing one for sale on our dreaded eBay. The car was sad and lonely, but was it collectible?



I think a recent chat I had with a Dutch Facebook friend summed it up, when I asked him why he had a pristine PV444 for sale at more than a 122. He thought that Amazon 123GT was worth more than a PV, but the PV was more for a collector! I think he might be right....

So what is the point of all of this?

If you have the opportunity to buy a classic Volvo, buy with your heart. It's not about resale or how "desirable" the car is to someone else. The point is its to be your toy, so have and enjoy a car that appeals to you, even if it is for some totally irrational reason like you like it's hubcaps.

SWMBO doesn't agree with all the choices sitting in my shed, but I do.

Isn't that the point?

Volvo for life

Robert Bakker
robert@rblawyers.com.au



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



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 \$40.00 inc. p&p



Vale – Roger Pearson

Our friend and our long time club member, Roger Pearson sadly and unexpectedly passed away on Monday 15th July 2013.



Roger at our Mudgee Rally 2000

It all started with a Volvo 121 sedan, then a 122 two door, a 242GT, a 144 rally car and the 1800ES. A real Volvo enthusiast, from the early seventies. Marian & Roger have been members of our club for over 25 years. Roger was our NSW events co-ordinator for about 10 years. In 2000 he became our rally director and together with his band of club helpers organised the Volvo 1800-120 Club's National Rally in Mudgee. It was a memorable rally, Roger had organised a big tent for our presentation dinner and the theme was 'Arabian Nights' fancy dress.

After moving to the Batemans Bay area, he and Marian still attended the national rallies with their stunning red 1800ES. In Batemans Bay his time and energies were given to Rotary and youth driving programs (RYDA). To anyone that wanted something achieved in his community, he was a bush fire brigade volunteer, he was an active member of 'The Classic & Vintage Motor Club of Eurobodalla' and organised the 2013 biennial 'Bay to Bermagui Run', (which he ran that weekend 12th – 14th). Roger left us the following afternoon, aged 66.

Our thoughts are with you Marian upon Roger's untimely death. A proud Welshman, a Volvo man, a 'doer'!

Go you Jolly Roger!

Graham Bennett & Vicki Minassian



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The Sunday 23rd June was a glorious day for the mystery drive. It all started beautifully at Moggill having all met up for a delightful morning tea in Deb and Dave Korasz's elegant home. A delicious spread of scrumptious cakes was brought in by everyone and drinking a glass of Moët to toast the start of our mystery drive. A big big surprise, Deb organised a birthday cake with a sparkler for my birthday and the moment came along with everyone singing Happy Birthday and la la la ha ha and so forth. Thanks for the kind thoughts Deb and Dave and to your daughter Abby. You were all so terribly sweet.

There were about twenty-seven people in attendance and among were new members, Peter and Lee from Sunshine Coast and Craig and Laurinda from Brisbane. It was great to see and meet the new Volvo members. Welcome to our Volvo Party. Looking forward to catching up more with them. Lisa who has become a Volvo member just recently also came along with her child. Lisa's photo featured back cover in the last May/June edition of the Rolling Magazine in her very pretty wedding dress with her long life time beloved Amazon.

Richard and Sue Brabazon organised this fabulous mystery drive and so we were all given a map to follow through as we drove to find the mystery destination. We absolutely loved this mystery drive.

How gorgeous the morning looked when we all drove out of Moggill starting the Volvo de elegance drive. There were about 11 cars on our convoy, catching eyes and looking stunning. We were driving through with the scenic background of the country.



Volvo 1800-120 Club Australia Inc.



On this mystery drive we headed out into Springfield and then Greenbank and finally out to Jacobs Well. On arrival at Jacobs Well we were greeted with a few more Volvo Classic cars to join our convoy on the last leg of this mystery drive. An adventure for most of us, who had never driven out there before. It was fantastic with the water in the background which I was told was part of Moreton Bay. When we arrived there it felt like I had been there before, it reminded me of Sanctuary Cove, Hope Island.

We drove around the back of the restaurant which was an Irish Pub called Harrigans. We had the view of the water behind us. Photography was spectacular for the line up of about 14 Volvo Classics, they looked truly superb, attracting the public crowd.

Harrigans served great hearty Irish food and Irish Guinness Beer on this cold day which brought the warmth on. Everyone had fun and it was a fantastic Volvo big day out!

Maida Skaarup - Passion for Volvo Life





30th Anniversary of the Summerland Sports and Classic Car Club Event – Lismore

As in past years, our club went to Lismore to support this event. We were four 'go faster, red cars' from Queensland. Dave & Deb's 1800, Peer & Maida, Terry & Gaye and Martin in 120s. And from NSW, George & Vicki's 1800 with Qld couple, Ian & Pat (whose 120 was off the road) driving the Minassian's 123GT.

Our first stop was the 'Sphinx Rock Café at Mt Burrell' where we all enjoyed lunch, as we had last year. We then drove via Nimbin for coffee, then on to Lismore, booked into the motel and had some quality time gossiping with refreshments. Dinner was at La Vida Restaurant, where Maida had organized a birthday surprise for Peer, so we all helped him celebrate, by eating his cake!

Gavin Janson arrived early on Sunday morning in his 242GT, which is now in a better condition than when he left Corowa. The cars drove off to the show, gained their site for the day. We thought that it was time to eat again, so off to the 'Bank Café' for coffee and cake. By lunch time we needed more nourishment! Up to the deck at the Hotel on site, for another meal.

Terry & Gaye Carey's car took out the award for 'Best European Car', Congratulations to you both.

David Kellalea made contact at the show to tell us about his 1953 PV444, in the shed, of course. He invited us to drop in on the way back to have a look at it, so off we went to Pottsville. He has had it for about 18 years, needs a bit doing to it. He also has two 120s there, amongst a few other vehicles. We then made our way home from another weekend away with our cars.

Pat Beiers.



Volvo 1800-120 Club Australia Inc.



ROBERT'S REPAIR RAMBLINGS

Yes, dear reader, this month I am rambling about how to sell your beast.

In real estate, there are three P's - position, position, position.



In selling your car, there are also 3 p's – **price, price, price.**

Let me persuade you. I have an S80 V8 R-Design, 2011. I bet I could sell it to you for \$1. But I am sure you would not be interested if I wanted \$100,000.00. Somewhere in the middle of all that, is it's real value. The mathematicians out there will probably think of graphs with axes comparing price with desirability, and so on, but I digress.....

So, if you want a quick sale, unless your car is really desirable, you must sell it at that somewhere in the middle price. Holding out for more money will mean more stress in selling, and it will take longer to sell, if at all. In essence then, you must really know what the value of your car is in order to achieve the right balance. The only way to really know is to do lots of research into what is selling for how much and so on. For really rare stuff, eg 122 wagon, this can be really

difficult because there just isn't enough of it happening.

How to make the car desirable and suitable for a good price? That is the question. There are some models that will never cut it. Try selling an early S80 T6 for more than a few grand – yet these cars were worth \$100k late last century. Accentuating the desirable features of your car is important. For example, overdrive, low miles, low owners. I have also found that people in these days of instant gratification don't want to take on someone else's problems (unless it is really cheap), so make sure there aren't any.

So for the best money, you must make sure your car is easy to buy and live with. Does it have a Roadworthy? Are all the papers ready to go?

Most importantly though, there must be an EMOTIONAL attraction to the vehicle. Is the paint shiny? Is the interior drop dead gorgeous? Are those carbs snarly and well adjusted? Or does that spoiler look good, or is that striping and chrome tailpipe just right? Mmm.....what about shiny wheels? If your buyer is emotional, logic will go out the window, and the car will sell itself, no doubt for a **good price.**

Now that leaves HOW. I think Australia is poorly served in terms of websites for sale of classic cars. Carsales.com.au seems to be for everyday dungs. This leaves eBay and Gumtree. The latter gives limited room for words and photos in my view. The former seems to favour tyre-kickers and the real cheapskate bargain hunters (with all due respect), so I will not make any recommendations here. I will say though that if you have a serious buyer, he will find your car no matter how you advertise it.

Good luck. Next time I might go back to the spanners and talk about clutches.....

VEHICLE : 122S (1962)
CHASSIS: 106834
ENGINE: B18
TYPE: 12234HE (4 door)
COLOUR : 72 Fawn
UPHOLSTERY: 135-200 Tan



As promised some months earlier, I now present Mac Blatt is his finished glory.

Doesn't he look grand?

Mac has benefitted from a full respray to his original colour (fawn), with the added attraction of a black roof.

White walls, new chrome and lots of other shiny stuff make him stand out, even in a crowd of 122s.

I have fitted a 'D' cam to the B18 which was in very good condition, to make it more powerful and responsive. The end result is that it pulls very nicely thank you.



A number of new or reco parts enhance the driving experience.

So now he is smooth, quiet, quick and extremely charming.



Fortunately for someone out there, plans for this car now include sale, so if you are interested, please contact me.

Even after some years of driving around classic Volvos now, I have been surprised by the amount of attention he attracts....



Before



After

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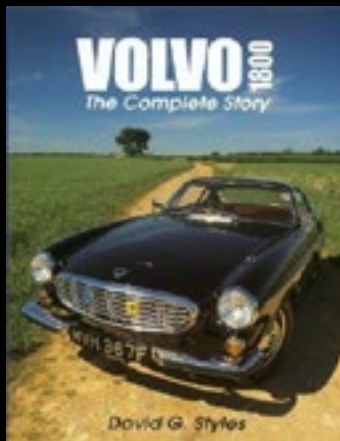
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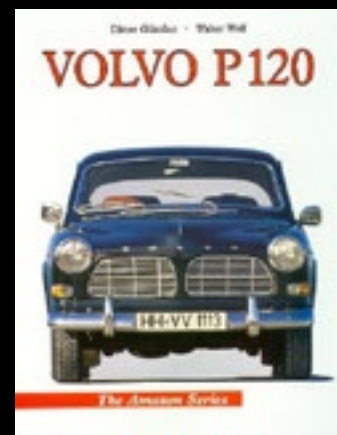
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Volvo P120 - The Amazon Se-
ries
By Dieter Gunther

Volvo 1800-120 Club Membership Application Form

Name of applicant (s)
 Postal Address

 State..... Post code.....
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 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 2013/14

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:.....

1800-120 Club Calendar 2013

S.E. Queensland

SEPTEMBER:

Sunday 15th Pie & Peas lunch at the WOODENBONG PUB after morning tea at Rathdowney – Not the usual road to Woodenbong though.

Meet at **Calamvale Hotel, Compton Road, Calamvale**
 9:30am for 10.00 departure.

October:

Sunday 27th AGM & BBQ Venue TBA

November:

Sunday 24th - Run for lunch into the Sunshine Coast Hinterland - TBA

December:

Sunday 8th Christmas Lunch – Venue TBA

New South Wales

Classic Car Shows and a Weekend Classic Car Run
 Our club has been invited to the following:

Saturday 2nd November 2013

Vintage & Classic Cars
 Show n Shine – Kiama Showground

Welcome to our New Club Members

Peter & Lee Walsh 1800S
 Catherine Reid 1800E
 Anna Daniel P1800
 David and Jaye Claes 122S
 Adam Murphy 122S

Membership Renewals 2013-14 \$35.00

Membership Fees of \$35.00 to the Volvo 1800-120 Club are now due. Club Bank details below. Thank you to all those who have already paid.

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Reference 'your name'



Point Cook Air Museum

Our 21st of July club run was a visit to the Point Cook Air Museum at the RAAF base, which worked out well for us in the EV as it was within range of Williamstown without recharging. Attendees in 8 cars total included me and Wayne, Len Ward, Mark Hoffmann, Walter, Gerard and Sandra Gowans, the Icton family, Peter Digby, Doug Miller and Allan & Meredith Abbott. It was a bit of a blustery day, but the sun was out making it feel a bit warmer. We enjoyed exploring the great exhibits in the main museum building. The displays are eerily life-like! In addition to the main museum, there are three other hangars of stored airplanes and workshops. Highly recommended and only a gold coin donation - and close to the city. Fellow member John Elliott was also working as a volunteer at the museum front desk on the day.

After the museum, the majority of us went for lunch at the Point Cook Homestead cafe. It was nice and cosy inside and good to get out of the wind. We also explored the Homestead grounds and old homestead, which is in a state of disrepair. The views back to the city from the beachfront near the homestead were amazing. Imagine living there!

Thank you to everyone who braved the cool conditions and we look forward to our next drive day.

Greg Sievert



Travel Tales

MARK RICHARDSON

First Off - National Rally

What a great weekend it was, couldn't ask for better weather. I hope all who came to the rally had a great time as I had (except bunking with Mark Iceton for 3days!)

It was good to hear a lot of fellow members visited the local area between organised events.

Heard on the last club night that the motor museum was a popular attraction.

Wonder though how many of the visitors noticed the Volvo parked inside! Well?

See the back cover for answer!

Secondly - Toowoomba Trip

Had a working trip to Toowoomba in July which was great too! A very nice place to be I have to say, nice and relaxed just as I like it.

As we started to swap the club magazines with the Darling Downs car club I thought it was nice to go along to one of the club nights that was organised. A bit of club interactive! Had the pleasure also to be invited by Bill & Liz Shepard for the following Sunday drive in the old 240.

The club premises is sure a great spot where many smaller workshops can

poke their stick at! The club has a full workshop with panel beating / paint shop / hoists to do all sort of works. Hats off guys!

The Sunday run was great if only the instructions were up to date for the modern car instructor!

Had nice morning tea break in between clouds where I could inspect all sorts of cars over time. The drive ended at a classic Queensland pub for a nice lunch.

Thanks to Bill & Liz for taking me along.

Mark Richardson - VP Tuning



Volvo Imagineering

DION NOWATZKY



Volvo Cars' new Drive-E powertrains - efficient driving pleasure with world-first technologies

Source: Volvo Cars Global Press Release

Volvo Cars' new Drive-E range of powertrains takes efficient driving pleasure to a new dimension in which the number of cylinders is no longer important to describe power and drivability. The first three engines from the two-litre, four-cylinder Drive-E powertrain family will be launched in autumn 2013. The diesel version features world-first i-ART technology, and the most powerful petrol version comes with a class-leading combination of a compressor and a turbocharger.

"We have created smaller, more intelligent engines with power curves that give exciting driveability compared with engines with more cylinders yet deliver the fuel economy of only four cylinders. In addition, by adding electrification such as plug-in hybrid technology, we will reach power figures in the V8 territory," says Derek Crabb, Vice President Powertrain Engineering at Volvo Car Group.

The whole Drive-E engine range, which, during the development phase, was called Volvo Engine Architecture (VEA), basically consists of two four-cylinder engines, one common rail diesel and one direct-injected petrol version. They replace eight engine architectures on three platforms.

Drive-E diesels will range from 120 to 230 hp. Petrol versions will start at 140 hp and go all the way up to 300-plus hp.

Several levels of turbo charging open up the flexibility to cover the whole range, from fuel-efficient derivatives through to high power and torque variants. In order to cover all customer requirements, some engines will also gain added performance via electrification or other spearhead technology.

Three Drive-E engines

Initially, the new S60, V60 and XC60 will be available with three engines from the new engine family: the 306 hp petrol turbo T6, the 245 hp T5 and the turbo diesel D4 with 181 hp. A new 8-speed automatic gearbox contributes to a refined drive and excellent fuel economy. The T5 and the D4 are also available in the new Volvo V70, XC70 and S80.

Volvo Cars' power train experts have developed the engines in-house. They are being built at Volvo Car Group's high-tech engine plant in Skövde, Sweden.

New eight-speed automatic gearbox

To deliver the desired responsive, smooth

and fuel-efficient drivability, the engines are teamed either with a new eight-speed automatic gearbox or an enhanced six-speed manual, tuned for improved fuel economy.



"The sophisticated Drive-E technologies give the customer high performance, improved fuel economy, considerably lower emissions and a powerful sound character. Our four-cylinder engines will offer higher performance than today's six-cylinder units and lower fuel consumption than the current four-cylinder generation," says Derek Crabb. He adds: "If you take a four-cylinder Drive-E engine versus any six-cylinder engine, there's a massive weight and size reduction for the same power."



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Fuel economy savings are anything from 10 to 30 per cent, depending on which engine you're comparing it to."

Diesels with world-first i-Art technology

The diesels feature world-first i-Art technology. By featuring pressure feedback from each fuel injector instead of using a traditional single pressure sensor in the common rail, i-Art makes it possible to continuously monitor and adapt fuel injection per combustion in each of the four cylinders.

"Increasing the rail pressure to an exceptionally high 2,500 bar, while adding the i-Art technology, can be described as the second step in the diesel revolution. It is a breakthrough comparable to our invention of the lambda sensor for the catalytic converter in 1976. It's another world first in passenger cars for Volvo," says Derek Crabb.

Each injector has a small computer on top of it that monitors injection pressure. Using this information, the self-adapting i-Art

system makes sure that the ideal amount of fuel is injected during each combustion cycle. The combination of higher injection pressure and i-Art technology gives the customer an engine with improved fuel economy, considerably lower emissions and high performance output as well as a powerful sound character.

The diesels also feature refinements such as state-of-the-art twin-turbo, reduced friction and a smart valve solution on the cooling system for a more rapid heat-up phase after a cold start.

Petrol engine with compressor and turbo

Using the supercharger to fill in the bottom end torque gives the petrol engine a big, naturally aspirated feel. The mechanically linked compressor starts to function immediately at low revs, while the turbocharger kicks in when the airflow builds up.

Other improvements to the Drive-E petrol engines include friction-reduction measures such as ball bearings on the camshaft, high-speed continuous variable valve timing and intelligent heat management with a fully variable electric water pump.

Prepared for electrification

The Drive-E engines are prepared for future electrification from the start. Key components, such as the Integrated Starter Generator, can be connected easily - and the compact size of the four-cylinder engines means that the electric motor can be fitted in the front or rear of the vehicle.

The battery pack will be located in the centre of the car.

Downsizing without compromises

Volvo Car Group is highly confident that the focus on four-cylinder Drive-E powertrains is the right way to create the desirable blend of power, drivability and fuel efficiency.



"The power you get from an engine has nothing to do with its size; it is about the amount of air that you can get to flow through it. You can also make an engine more efficient if you make it smaller. So, if you can get more air through a smaller engine, you can still get the same power but at better efficiency," says Derek Crabb, concluding: "When I was involved in Formula One engines, they were producing 1.5-litre turbo charged engines capable of over 900 hp. And these new Volvo Drive-E engines have in fact been tested on the racetrack already. The engine we used in Volvo's WTCC car in 2011 was a Drive-E prototype and by the last race we set a new track record."

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Rolling

JULY-AUGUST 2013
VOLUME 31 | NUMBER 4

VOLVO CLUB OF AMERICA



Volvo Duett Turns 60

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BY GREG SIEVERT

Rare Volvo PVs Shine at Volvo Club National Rally in Corowa, Australia



The Volvo Clubs of Australia recently held their National Rally in Corowa, New South Wales (NSW) on the mighty Murray River. The event, hosted by the Volvo Club of Victoria (www.volvovic.org.au), drew Volvo enthusiasts from all around Australia and even New Zealand. We had over 80 Volvos for our display day and over 150 participants in the various weekend events. In addition to some stunning P1800s and 120s, and of course a great variety of more modern Volvos, we had two very special and rare Volvos—a 1938 PV52 and a very original 1960 PV544. Their stories follow on the next couple of pages: ▶
Greg Sievert is the editor of Rolling, the magazine of the Volvo Clubs of Australia and can be reached at greg.sievert@gmail.com.

Len Ward's 1960 PV544 and John Johnson's 1938 PV52 in front of the Corowa railroad station. The Culcairn–Corowa railway opened in October 1892 and the last train ran in January 1988.



PHOTOS GERARD GOWANS

JULY-AUGUST 2013 | Rolling 17

Len Ward's 1960 PV544

In early 1998, John Pearey saw a photograph of a 1960 PV544 in olive green.

The car was very well looked after and had spent the first 25 years in Sweden, and then went to England in 1985.

This car was for sale in England, so John travelled from Australia to have a look at it with the intention of purchasing it. He had always wanted a PV544 as it was rarity in Australia. When he saw this car in near original condition, he said it was the best one he had ever seen. He purchased it and had it shipped to Australia. The car arrived in Melbourne October 22, 1998.

In the year 2000, a Volvo Club National Rally was held in Mudgee, NSW and John proudly drove the PV544 over 1,600 kilometers there and back—it never missed a beat during the trip.

It was his pride and joy and he planned to make it completely authentic with whitewall tires and other minor alterations. Unfortunately, due to ill health, his dream could not be realized.

I, a fellow member of the Volvo Car Club of Victoria, was offered first refusal when the car had to be sold. This was John's wish, as he knew how well I treated my cars.

I purchased the car in March 2005, and the first thing I did was to add whitewall tires and a six volt radio.

The 544 is now housed in an American-style barn, with carpet on the floor, together with the rest of my collection—an original 1964 cream-colored 122S, a red 1969 144, a beige 1974 144, a gold 1980 262C, and a sky blue 1982 245.

Nowadays, I enjoy taking the car on Sunday drives or participating in car rallies and exhibitions. Due to the uniqueness of the car, it was recently used for a campaign promoting the 50th anniversary of seatbelts, alongside the designer of seatbelts for Volvo.

This car has always been well maintained and treated with care. When in Sweden, it was only ever driven in summertime to avoid the harsh snowy conditions. Now in Melbourne, I never drive it in the wet, but with Melbourne's infamous weather of having four seasons in one day, this can sometimes be a tricky challenge. ■

Len Ward





John Johnson's 1938 PV52

It's amazing what pops up on eBay. A friend of mine was browsing the cars for sale and mentioned that there was a Volvo PV52 up for auction. I said, "What, a model car?" "No, a real car," he replied. I had a look at the listing and the rest is history.

Talking to the owner, who was the past president of the Volvo Owner's Club of UK, he said it was generally rust free and drivable, so I put in a bid and won it. Obtaining permits from Canberra and utilizing a freight company, the car was picked up, delivered to the port of South Hampton and shipped to Australia.

On arriving at my workshop, I discovered it had no brakes at all and I could not start it due to a missing key, so we pushed it into the workshop (it's a heavy car!) and commenced the work.

We pulled all the wheels off and found the brakes were leaking, drums were oversized, and the linings were shot. I sent off all the hydraulics for re-sleeving and repair, had a mould made and new drums cast and machined, and had the pedals re-bushed. At last I had brakes!

The six-volt electrics were repaired, a new ignition key obtained, and the engine started and ran as sweet as a nut. Volvo engineering at its best even after 75 years!

New tires were acquired and I had the hubcaps and grille refurbished. A new set of wiper blades and she was ready for the road and the National Rally in Corowa. I was pleasantly surprised it took the People's Choice Car of the Show award. Hopefully it will participate in more rallies to come. ■

John Johnson



Brickbats & Bouquets

WITH GRUMPY

Cars that changed the World

(and those that did not)

It is now one hundred and twenty years since the first cars were invented. The very first cars were one-off experiments and it took some years before cars were built and sold to the very wealthy. They were incredibly expensive and unreliable and mere playthings of the rich.

It was not until 1900 that cars were manufactured and sold in increasingly large numbers. A recently discovered film clip from 14th April 1906 shows many cars driving back and forth across the cable-car tracks in downtown San Francisco. No traffic lights and apparently no road rules!

Ford



1908 Ford Model T

Henry Ford did not invent the automobile. He didn't even invent the assembly line. In 1896 he built a self-propelled vehicle which he named the Ford Quadricycle. For the next six years he built cars with various partners and finally formed Ford Motor Company on June 16, 1903. For the next five years a number of Ford cars were hand-built but were expensive. In 1908 he launched the T model.

Rolls Royce

On the other side of the Atlantic Ocean at about the same time as Ford, Frederick



1907 The Rolls-Royce Silver Ghost

Henry Royce, an English engineer and car designer, with Charles Stewart Rolls, founded the Rolls-Royce Company.

Royce became increasingly focused on motor cars and bought first, in 1901, a small De Dion and in 1902 a 1901 model two cylinder Decauville. This did not meet his high standards so he first improved it and then decided to manufacture a car of his own which he did in 1904.

Charles Rolls who had a car showroom in London selling imported models and Rolls and Royce were introduced on 4 May 1904. Rolls was impressed with the two-cylinder Royce 10 and in a subsequent agreement of 23 December 1904 agreed to take all the cars Royce could make. These would be of two, three, four and six cylinders and would be badged as Rolls-Royce. Royce thus provided the technical expertise to complement Rolls' financial backing and business acumen. By 1907 the company was winning awards for the engineering reliability of its cars.

The Silver Ghost was a wonderful piece of precision engineering and was very quiet when running and later models were given names like Phantom and Wraith to underline their ghostly qualities. But the Rolls Royce never became a car for the masses and has remained to this day a car for those demanding perfection and the money to pay for it.

While other companies such as Cadillac tried to copy Rolls Royce none were successful and thus it was Ford that put the world on wheels.

The years between the first and second World Wars were a period of consolidation and detailed progress that saw the introduction of four-wheel brakes, electric lighting, self starting and electric windscreen wipers. Bodies were made by stamping body panels from sheet steel in place of the wooden body frames with metal or fabric attached. Plate glass was replaced with laminated safety glass. The World Depression 1929 to 1933 saw many famous marques go bankrupt, notably Bentley which was absorbed by Rolls Royce. Citroen introduced the first mass-produced front-wheel drive car in the 1930s the "Traction Avant" that became the "Light Fifteen" post war.

The Second World War when all car firms changed over to war production put a stop to production and development. After 1945 only the USA swung back



into car production, but their cars were mechanically 1941 models with bigger bodies and more chrome plating. In Europe many factories had been flattened and there was a desperate shortage of steel to rebuild bombed-out cities, railways and bridges. Britain had suffered badly, but France was even worse, while Germany was in ruins. Britain dusted off the technical drawings and started slowly to build 1939 models in 1946. The only "new" car was the 1948 Morris Minor.

But this was only new in that it had a wider body than the old eight horse-power 1939 8/40 and had new torsion bar front suspension and rack-and-pinion steering. The rest – the motor, gearbox and rear axle – were 1939 design. But such was the pent-up need for new cars that no one bothered about old technology. It was only ten years after the war that it got easier to buy a new car.

In 1996 a list of the Cars of The century listed the most important cars in the development of the automobile.

Pos.	Car model	Points
1	Ford Model T	742
2	Mini	617
3	Citroën DS	567
4	Volkswagen Beetle	521

The Mini Minor

2nd place: Mini cross section shows packaging maximizes passenger space



The Mini was a small economy car made by the Morris Company built in Britain and Australia by BMC and its successors from 1952 until 2000. Its space-saving front-wheel drive layout – allowing 80 per cent of the area of the car's floor pan to be used for passengers and luggage – influenced a

generation of car makers. In 1999 the Mini was voted the second-most influential car of the 20th century. This distinctive two-door car was designed for BMC by Sir Alec Issigonis. Britain led with a number for front-wheel drive cars, the Morris 1100 and the Austin 1800. But these were largely unsuccessful due to unreliability and complexity.

Citroen DS "Goddess"

The Citroën DS is an automobile which was manufactured and marketed by the French company Citroën from 1955 to 1975. The DS was known for its aerodynamic futuristic body design and innovative



technology, including a hydro-pneumatic self-levelling suspension.

The DS advanced achievable standards in automobile ride quality, handling, and braking. Citroën sold nearly 1.5 million D-series during the model's 20-year

production run. The DS came in third in the 1999 Car of the Century competition, recognizing the world's most influential auto designs, and was named the most beautiful car of all time by Classic & Sports Car magazine.

Despite its own success the Citroen did not influence other car companies.

1952 Volkswagen Beetle

The Volkswagen Beetle was produced from 1938 until 2003. The car was conceived as a cheap simple car. Over 21 million were manufactured in an air-cooled, rear-engined, rear-wheel drive configuration. Although designed in the 1930s, the Beetle was only produced in significant numbers from the 1950s. The Beetle was more comfortable and powerful than most European small cars,



having been designed for sustained high speed on the Autobahn. It remained a top

seller in the U.S., owing much of its success to high build quality and innovative advertising. The Beetle had marked a significant trend led by Volkswagen, Fiat, and Renault whereby the rear-engine, rear-wheel drive layout had increased from 2.6 percent of continental Western Europe's car production in 1946 to 26.6 percent in 1956. The 1948 Citroën 2CV and other European models marked a later trend to front-wheel drive in the European small car market, a trend that would come to dominate that market.

Even in the USA the Chevrolet Corvair compact automobile was produced in 1960–1969. It was the only American-designed, mass-produced passenger car to feature a rear-mounted air-cooled engine. The massive six cylinder engine hanging behind the rear wheels made the handling of the car in a tight corner at speed even more diabolical than the Beetle.

Finally we come to today where the Commodore and the Falcon are the only rear-wheel drive cars still being manufactured in Australia. Having driven many different cars I can say I still prefer the old fashioned rear drive, but if I have to drive a front wheel drive I believe that most of the problems have been sorted out. I will have my final grumble: the new cars are too complex and expensive to repair!

GRUMPY

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craig.s.rasmussen@team.telstra.com

Kernewek Lowender – Cavalcade of Cars – May 26th

Only two members and family made the journey to the Copper Coast to participate in this year's classic outing as part of the Cornish Festival. A cool and clear day made for a quite enjoyable amble across to Wallaroo to join the 500-plus entrants at the marshalling yard. A quick egg & bacon roll later the Cavalcade set off on a 90-minute cruise through the main streets of Wallaroo, down to Moonta, then

back up to Kadina to finish at the show grounds for lunch and the afternoon's entertainment.

Quite a number of spectators were assembled all along the parade route – many with BBQ's set up for brunch and enthusiastically greeting the Cavalcade entrants as we passed. Even our own Ron and Tamara were there to wave us through.

After lunch and a stroll around the grounds, we set back off back to Adelaide reaching home just on dusk. A great day out and our cars didn't miss a beat.



ANNIVERSARY CAPS

In recognition of the 1800's 50th Birthday we have made a special limited run of caps.

Two colours available: Black cap with Gold badge and trim, Dark blue cap with tan suede peak with real look embroidered badge. Both caps feature embroidered badge of the original 1800 Volvo script on front with the logo below EMBROIDERED on the back.

The cost of each hat is \$26.00

We will post Worldwide, please SMS Chris & Jan 0403920274 or Email volvocaps2000@yahoo.com.au for quote on P&P to your location.

1800-50th Anniversary



Historic Registration and Tech Day at Volv of Adelaide – June 16th

We had a great turnout at an open day to introduce members to Volv of Adelaide's new premises at Welland in June. Michael, David and Chris were kept busy ushering cars onto hoists to afford members the opportunity to inspect the undersides of their vehicles in conjunction with our annual inspections for Historic vehicles. Barry had the con for a BBQ Lunch which was then followed by the rescheduled AGM.



No major issues were raised during the AGM with the current committee re-elected again unopposed – well almost – there was a job swap in effect. Helen Judd is now Vice President and Craig Rasmussen is now Secretary.

Re-endorsement of Log Books followed with a number of members presenting the new Statutory Dec form unsigned. Initially we could not accept these until one of our members – Michael Bombardieri – came to the rescue announcing that he was a JP. So at the end of the day we have nearly 100% compliance with the new rules. Great work folks.

And thanks also to Michael Bennett for hosting us this year at his new workshop in Welland.

For the few members with cars on Historics that didn't attend the inspection day or make other arrangements with the registrars, please note the following: If your Log Book has not been stamped and updated, you cannot legally drive your vehicle. If caught, you could be fined up to \$750 and be asked to pay full registration for your vehicle.

By the time you all read this article, this club will have submitted a report to Transport SA as is required under the Historic Registration scheme.



September

13

Club Meeting, 7.30pm
Glandore Community Centre

28

Dinner with Interstate Visitors

Details closer to the event. A great chance to catch up with other Volvo enthusiasts.

29

Bay to Birdwood Classic

Current eligibility for "Classic" limits vehicles to those manufactured between 1/1/56 and 31/12/77. Entry forms will be available from www.baytobirdwood.com.au from May 2013. Remember to enter early as numbers are limited. If you don't have a classic vehicle ride with another member or join the group for lunch at the National Motor Museum, Birdwood.

November

8

No Meeting

9

Christmas Pageant
Details closer to the event.

December

Christmas Lunch

Date and details will be advised closer to the date.

Please keep an eye out for email updates - if you are not receiving emails please contact Tricia on coltri@bigpond.com

Volvo Car Club of NSW Inc.

President's Patter



Once again we need to heap praise on the Rolling magazine editor and contributors for the amazing July August Issue with the centerfold showing the fantastic display of VOLVO cars that attended Corowa. A very enthusiastic "well done" from all of us.

This event brings to mind the phrase "All for One & One for All" and reminded me of a conversation I had some time ago in reference to Volvo cars – specifically the 120 and 1800 models.

The comment was made in reference to a superb 140 that was displayed close to a magnificently preserved 240 that these were "really not Volvos". The implication was that in some demented mental process the ONLY real Volvos were 120s and 1800s.

My response to the implication was that the cars being marginalized were in fact "real Volvos", as evidenced by the fact that on several locations around the car was the word VOLVO.

It seemed unlikely that another manufacturer was secretly placing Volvo emblems on another range of cars. I did not pursue the matter further only hoping that the individual would go home and take the relevant medications and maintain their use.

I don't think there is a better exemplification of the 'All for One' philosophy than that which is embedded in car clubs and their members.

The Volvo range includes, as we saw at Corowa, the PV52- I had only ever seen one in books – in real life it struck me as a hybrid of a Ford Prefect and a Ford Pilot. But there it was – the VOLVO brand.

The same can be said of the PV444, PV544, P1900 ; the latter surely not one of Volvo's claims to fame but nevertheless a Volvo – warts and all.

As for other models – I never owned a 140 but I had several friend who I did convert to Volvo and who kept their trusty Volvo140s for many, many years – "best car they had ever owned". I cannot speak highly enough of the 240 series and now the current XC70.

So why do we love our old 120s and 1800s so much to the exclusion of the rest – because when we hop into them we are transformed back to a time when our lives were simpler. At Goodwood last year we met a couple from Holland who had driven their 210 Duett and were totally in love with it and could sleep in the back – obviously something one could not do in an 1800.

So maybe we fall in love with the dream. I am sure the young members in our club think the 120s and 1800s are interesting curiosities, but they are only just having their Volvo Experience in the 240s and 850s, 40s 60s and 70s models, and when they are 65 and driving their electric hybrid, hydrogen-powered, solar boosted cars made solely of recycled drink bottles and cardboard they will think fondly of their early model Volvos.

See you on the freeways of life.

Ted Warner

Committee 2013



Affiliate of the Council of Motor Clubs

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Monthly General Meetings

**Watch this space for details of a
new meeting venue.**

**Call Jules on 0409 161 357 if at
any time you are uncertain of
where we will be.**

NSW Club Social Calendar



2013

Sunday 20th October: Clayton's Show 'N' Shine.

We are looking for a different venue for this one and will keep you posted by email or phone.

A Saturday in November: A day at the races.

Our old mate Stuart Allsopp is back with us and he's utilising his contacts in the horse racing field to organise a day at the race. Another one where we will email or phone you.

Saturday 14th December: Christmas Party.

We liked it so much last year, we're going back to the St. George Motorboat Club again this year. We have booked a bigger and better room this time, to cope with the buffet tables as we are having a buffet instead of a sit-down dinner. We are organising some "interesting" events within the event and really want to see more of you coming along this year. If you can't make it to other events during the year, that's okay, but Christmas is the one time when we should really all get together to celebrate what a great club we have. It is Kris Kringle as usual, and for the uninitiated among you that means, if you're a girl you buy a present for a girl and if you're a boy you buy a present for a boy.

You can start booking in any time you like. The cost is \$50 pp with a bottle of champagne on each table.

Just send me an email at hollymist@bigpond.com or email dani.neale@hotmail.com.

2014

We will be setting the 2014 calendar shortly so look to the next issue for details.

2015

National Rally 2015 14 & 15th August 2015

(This date may change depending on availability for the Shannons Sydney Classic at Sydney Motorsport Park).

Make sure you put this event in your diary NOW!. The NSW Club will be running a national rally in August in conjunction with the Shannons Sydney Classic. It will be a huge weekend. We are inviting guests from overseas and Australia, and yes, Irv Gordon is set to come along again. He had such a great time when we last brought him out from the US and is keen to come back again for the 2015 Rally. As more information comes to hand we'll let you know all about it.

Jules

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	dolly_d@tpg.com.au
	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
122 series	Ted Warner	9521 8204	tw@firstneon.com.au
	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
140 Series	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
160 Series	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
240 & 260 Series	Savvas Koutrouzas	02 9310 414	
740 Series	Savvas Koutrouzas	02 9310 414	
850 & 940 Series	Ralph Diaz	02 4296 4951	dolly_d@tpg.com.au



2013 Invitation Motor Sport Events



Fiat Car Club Motorkhanas - 2013

Sunday, 29 September 2013	fiat club booking	Fiat Club Motorkhana R6
Sunday, 24 November 2013	fiat club booking	Rain out date for motorkhana
As soon as the 2014 calendar is published we will let you know.		

We need Volvo Car Club members to come out in force for the Motorkhanas. We have a great venue; the event is very well run; there's a sausage sizzle for lunch at a very minimal cost, or you can bring your own, as you choose.

If your children or grandchildren have reached the age of 12 years old, bring them along and get them started. The more experience they have before they their L-plates, the better for them, and everyone on the road. We try and teach the kids to have the right attitude to their driving as well as how to handle a car, so you can't afford not to bring them along.

But, you don't have to have a Junior in the family to come out and enjoy the day. The grown-up kids have a good time as well. **Jules**

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

Stop Press

On the weekend of Saturday & Sunday **14 & 15 August 2015**, the NSW club will be hosting a National Rally, in Sydney, in conjunction with the Council of Motor Clubs display, **"The Shannons Sydney Classic"**.

We have already begun the planning and I can now tell you that we will have some very special guests joining us for the weekend; Claes Rydholm, Senior Manager of Volvo Heritage (museum & factory) in Sweden, Irv Gordon is coming back. We can't keep him away, he had such a good time when he came out for the P1800 50th back in 2011, Jim Richards will be invited to join us, and we are working on other VIPs, who will probably include a couple from Volvo Australia (we hope).

The weekend will include a Sydney Harbour cruise on the Saturday; a five star buffet dinner on the Saturday evening, and, though it's yet to be finalised, it looks like our venue is going to be the Hills Lodge Hotel, a first class hotel in Sydney's North West....a stone's throw from Sydney Motorsport Park. They are currently working hard to come up with a really good package deal for us. (Also boasts underground parking for your pride and joy). There will be lots more information as it comes to hand, so keep your eyes peeled on the magazine and website.

Jules

The Meeting

It all begins around 6pm when members start to trickle into the club for our monthly meeting. By 7pm the dining room is abuzz with Volvo chatter. Those of us who live practically next door usually arrive first followed by the workers. Then we get the Illawarra mob arriving for dinner about 45 minutes before we start. It's like the tide.....trickle in to the dining room, and the early diners then "trickle" out into the *Ice Box* (our meeting room - so called because the club is in the transition period following a merger with a larger local club and we have what was the outdoor "smoking" room for our meetings, which is somewhat open to the elements. It is hoped that this will change soon when the renovations are completed).

After deciding we have no intention of freezing our rear ends off we abandon the *Ice Box* for some comfy chairs and a table, situated in the poker machine room, which is usually all but deserted by the time we are due to start the meeting. The one or two 'punters' who may be left playing the machines are now privy to all our club's secrets.

El Presidente opens the meeting with a welcoming speech and then it's on for real. By all means we should be through all the business at hand within 45 minutes, but there is ever a plethora of chatter goes on with each new item. The odd joke or heckle from the floor sets us all off in a giggle and the proceedings inevitably stall until our fearless leader gets us back on track, sometimes with a little prompting from yours truly. Need I say he is often the ring leader in the distractions.

When all is said and done it's a b-line for the coffee machine for a cuppa Java or, more popular these days, is the Hot Chocolate, and the socialising continues until the club staff start to hover from one foot to the other like they want to close up. One would think they have homes to go to.

In short we usually manage to turn it into a social event with a meeting incidentally thrown in just to keep things kosher.

Talk to you soon, Jules



Christmas in July at Spud Murphy's 'Hotel'

No - you didn't have to pay extra for the snow!!!

How good was Spud's - if they are not careful that place will earn 2 stars!!

I mean - the rooms all had doors.... And locks!!!!

But the fun time started when the gang met up at the twin servos at Pheasants Nest.

The first thing I managed to do when being polite and moving my car out of the pump queue was to spill the entire contents of my lovely warm flat white coffee into the back foot well. Thank goodness for rubber mats. Harold Pedley came to my rescue with a very suspicious pair of pyjama pants that had the crutch completely worn through. Well it was a tear but the "worn through" sounds better - poetic license.

AND - the flamin' servo did not have any 98 so we resorted to 91 - car seemed to go OK but just a little soft on acceleration.

So off to Goulburn we went - confident that the Neales in their C70 super Volvo armed with the latest hand held techno direction Satnav thingy - affectionately known as "the bitch" - had all the directions worked out to get us to the Old Brewery.

We were just in the old 122S and we had our Satnav thingy. But we are much nicer and ours is called "Jane." We are very kind towards Jane.

Into Goulburn and the weather had turned- dark clouds, rain - well just the usual for Goulburn.

Things looked to be OK on entering the town but seeing I had the route to the brewery semi-memorized I continued through town. The Neales amazingly somehow were directed by "The Bitch" into some back lane - the Pedleys followed but seeing as our Jane had remained calm she suggested we did not follow the crazies into the back lane.

Anyway a short distance further on we turned into the Old Brewery car park - not long after a light blue streak of Volvo coupe went streaking by - I assumed it was the Neales but the fogging on my glasses caused by the what felt like minus 10 degree wind and rain made it hard to be certain.

They did arrive but my sense of dignity and decorum prevents me from repeating the description afforded the now disgraced Satnav - perhaps a new name would help?

Anyway, into the brewery for a lovely warm coffee and hot chocolate - an interesting self guided tour, a tasting of the products - a very nice light luncheon and we were off to Crookwell.

What a great road - They certainly have had a lot of rain in them thar parts - the dam was full and the water was lapping almost at the edge of the road.

There was some unrest amongst the assembled brothers and sisters when we eventually arrived at Spud's, because Jan and I had called in to see our friends who operate the local fitness centre and squash courts. So when we turned into the parking area, icy wind blowing and some rain - we were greeted by the baying hordes from the upper verandah. The fire had been started - the rooms had been moved into and now where are the 4'zies. So the every suffering president and faithful wife unloaded the grog and nibbles - with a bit of help and the fun began.

We were sharing the verandah with a very jealous blue heeler cross that was the friendliest dog and a Galah - bird thing - that had a damaged leg - so it limped around, wings clipped so it did not fly. Its tail feathers were non-existent - they looked a bit like it had gotten too close to the fire place. But it was a very happy bird and climbed into and out of its cage as it chose. If you patted the bird the dog wanted attention and vice versa - really something.

The Hotel (and I use the word lightly) had recently been fitted with state of the art clear café curtains.

Really the place might get up to 2 ½ stars if it isn't careful - but the cold proved a bit much so we all launched into the Presidential Suite for nibbles and wine.



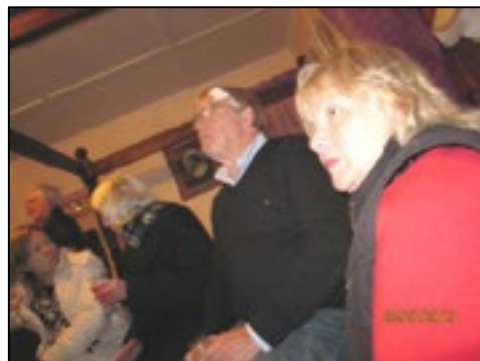
Spud Murphy's Inn

Christmas in July at Spud Murphy's 'Hotel'



Harold told us he had had a cancer removed from his head but I think it was a biff he got in return for having a go at Ralph cuddling up to Jenny

Arthur and Judy Bransgrove joined us- the Presidential Suite has a four poster bed – pretty flash.... Ralph needed the hat !



As the afternoon moved into evening and darkness descended we all rushed to the verandah to look at the genuine snow falling – for which the Club charged no extra. Well it is the time of good will to men – and women – Christmas.

Primed as we were – solely to keep out the cold, we assembled in the main dining room – well the only dining room. The staff had been relentless in their food preparation even roping in the poet to chop up the veggies. What a great night – there was almost nothing to complain about – I don't recall when the meal arrived but there was an awful lot of chatter in the room and the sounds of people having a really good time.



Judy Bransgrove found a dolphin in her room – geez Jude – we didn't get one!!- No wonder your room smelt fishy !



Hey, Jude...did you know Arthur's been sitting for cartoon portraits again ??



I do not know what time we went to bed but I know it was very warm and comfy. The bed is so large there may have been other guests sleeping in it that night but we didn't see any.

Up early Sunday about 10.30 and off to the local café for some breakfast and coffee. We visited the sock factory – great place and very nice people – met some members of the Mazda MX6 Club – packed up and had a great fang along the road again, bit I wasn't happy with the handling – (see Ted's tips).

The Fergusons – obviously people of sterner stuff than ourselves had booked a second night at Spuds-You will all have to wait to hear of Wendles and Hugo Tale of Spud's – next time.

Keep on Volvoing. **Ted**

A Volvo Poem

The Volvo Driver, 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 just not keeping score
And you won't get me for speeding, 'cause I sit on eighty ks
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 or 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 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 sixty just to make you whinge and whine
And I won't be overtaking, so you'll 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 accident statistics adding to the highway toll
And I know I'll have to sacrifice and sell my 244
And trek that lonely track to the Volvo dealer's 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 so stupid and I've been a little naughty
See, I've traded in my 244 and bought a 740!

The Bush Poet in full flight



*Now jusht hold shiill a minud will ya
.....so I cin get thish shot , Hic !!*



Aperitifs in the Presidential Suite



*So, what time do you take off
Ralphie ??*

Uncle Ted's Tips for September

We haven't done much with the 122 of late – post Corowa that is – except the trip to Crookwell for Christmas in July. Just so you know Gerry – I have had the starter reconditioned.

But what this trip did do was highlight the mediocre handling of our 120 and here is my tip – improve your car's handling.

Why do you ask two dogs???

Well I think I have been a little bit spoilt by having recently driven what is called a Radical SR3 – I think that is what it is –

These are little missiles that are open cockpit two-seaters with ground-force aerodynamics, sequential paddle gear-change and a 4 cylinder engine that revs to 10,000rpm- probably more and weigh very little.

Fortunately the company I work for sponsors one of these cars.

I have pasted in a photo so you know what I am talking about.



Such was the incredible handling of this car; this experience left me a bit cold for the wobbly handling of the 120.

Discussions followed with various gurus and the consensus was that our car's suspension probably needs upgrading. My response was – "the springs look OK,

but they have done over 300,000miles, but the shocks are relatively new – but the front is too soft with these Bilsteins.

Also for most of the 120's life it had Konis all round and they were fantastic.

Well to bring you up to the present ---decisions have been made.

Why were you talking about Crookwell??? Well for those of you who know the road from Goulburn to Crookwell, the drive in and then back showed the suspension to be lacking.

Also the week after Crookwell I went into hospital for a knee replacement.

I asked the surgeon to dial in a bit of negative camber and tow out to improve handling – seems to have worked. But the best thing is – I have a new set of Konis – for the car that is. I will leave the front sway bar – oversize as it is for the present, and have ordered the new slightly stiffer springs that are also a bit lower. Me thinks while this is happening the bushes need to be replaced front and rear then it is off into the great beyond – well maybe back to Crookwell???

How's the knee- well might you ask – fantastic – pain has gone and I was up and walking with assistance from a frame on the afternoon of the operation-unbelievable!! I'll keep you posted on progress. Keep on dreaming. **Ted**



My Bit & Laugh Linesby Jules

Hi All,

How time flies! Yeah, I know; I've said it before....I guess I'm beginning to repeat myselfI guess I'm beginning to repeat myself. Didn't I just say that?

Quit sniggering you lot....it's bloody tough coming up with something witty to say every month. I guess maybe I'll let this lot of funnies say it all then, and give my poor little over-taxed brain a rest.

Talk to you later..... Jules



Sunburn Remedy..... A old guy fell asleep on Bondi Beach for several hours and got a horrible sunburn to his upper legs.

He went to the hospital, and was promptly admitted after being diagnosed with second-degree burns.

With his skin already starting to blister, and the severe pain he was in, the doctor prescribed continuous intravenous feeding with saline, electrolytes, a sedative, and a Viagra pill every four hours.

The nurse, who was rather astounded, asked, 'What good will Viagra do for him, Doctor??

The doctor replied, 'It won't do anything for his condition, but it'll keep the sheets off his legs..'

Pure Corn !!

Old Butch

Fred was in the fertilized egg business. He had several hundred young 'pullets,' and ten roosters to fertilize the eggs.

He kept records, and any rooster not performing went into the soup pot and was replaced.

This took a lot of time, so he bought some tiny bells and attached them to his roosters.

Each bell had a different tone, so he could tell from a distance, which rooster was performing.

Now, he could sit on the porch and fill out an efficiency report by just listening to the bells

Fred's favourite rooster, Old Butch, was a very fine specimen, but this morning he noticed Old Butch's bell hadn't rung at all!

When he went to investigate, he saw the other roosters were busy chasing pullets, bells-a-ringing, but the pullets, hearing the roosters coming, would run for cover.

To Fred's amazement, Old Butch had his bell in his beak, so it couldn't ring.

He'd sneak up on a pullet, do his job and walk on to the next one.

Fred was so proud of old butch, he entered him in the BRISBANE City Show and he became an overnight sensation among the judges.

The result was the judges not only awarded old butch the "NO BELL PIECE PRIZE," but they also awarded him the "PULLET SURPRISE" as well !!

Bishop Hans Grapje - a life of service -

When we were looking for a new Pope recently, it should be revealed that a particularly qualified and distinguished man was not be selected, though some (not all) insiders at the Vatican say he was an ideal contender. Here's his story...

Bishop Hans Grapje was raised by Dutch immigrant parents. He attended a Catholic school in Boston. As a young man, he aspired to become a priest, but was drafted into the army during WWII. He spent two years flying aboard B17s as a co-pilot until, in 1943, his aircraft was shot down and he lost his left arm.

While a POW, Hans spent the remainder of the war as a chaplain, giving spiritual advice and last rights to dying soldiers, allied and enemy. He was renowned for his ecumenical tenderness and compassion. After the war, Grapje became a priest and served as a missionary throughout Africa. In spite of his handicap, he was noted for piloting his own bush plane into the deepest, most primitive villages to spread the church's message and charity to the impoverished.

In 1997, then Archbishop Grapje was serving at an outpost in Zimbabwe when an explosion in one of the country's vast silver mines caused a catastrophic cave-in. The Archbishop, in spite of his age and infirmity, went down into several of the shafts to administer last rights to those who would never escape. He was in one of these shafts when it partially caved in, trapping him and several rescuers. Although he was rescued three days later, he suffered several painful injuries, including one that cost him his right eye. Additionally, the silver content in the shaft's air supply had poisoned him, causing his skin to take an indigo hue - a condition known as purpura - that persists to this day.

Although the Cardinal has devoted, and indeed risked, his life in the service of God for nearly 70 years, as a scholar, a mentor, and the epitome of a holy man, church politics preclude his ascension to the Papacy.

Church leaders have made it clear they don't want a one-eyed, one armed, flying, purple, Papal leader.

And one from the Bush Mechanic's Manual

A car breaks down on the hard shoulder of a motorway. The driver opens his boot and lets out two dirty old men in raincoats. The men stand at either end of the car and start flapping their coats open and closed, exposing themselves to the passing traffic.

A police car soon pulls up. 'What are those two doing?' says the policeman. 'Them?' replies the driver. 'They're my emergency flashers.'

Why Teachers drink !!

I have lots of these. I'll add a new one each magazine!

Where was Hadrian's Wall built?

Around Hadrian's garden



Classified Ads: Cars & Parts

FOR MORE ADS, VISIT THE CLUB'S WEBSITE AT WWW.VOLVOVIC.ORG.AU

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 after 2 issues or cancel the ad after the 1st issue, you MUST LET THE EDITOR KNOW! This does not apply to "ongoing" ads for services/new parts.

NEW COLOUR STICKERS! In addition to our new club logo sticker (details in the Membership section) we now have available two unique stickers available for purchase. The first is the Volvo Car Clubs of Australia sticker (colour image on back cover of magazine) 8x7cm. The second is a 242GT/262C register sticker with a 242GT and a 262C as shown below, 18x6 cm. Price is \$2.50 each plus



\$0.50 postage. Please contact Lance Phillips to purchase. Ph: 03 9707 2724 or email: lancephil@bigpond.com

120 AMAZON. DAMAGED Historic race car NB class (1964) with CAMS log book. B20 Engine is fresh and fully race prepared. (Only done 4 laps before grief came to pass.) Lots of money spent on top and bottom end (and everywhere else for that matter). Headwork includes new roller rockers, valves, ported and polished, twin 45 DCOE Webbers, high flow intakes,



extractors, etc, etc, etc. Ideally I would like to sell as package including a spare body shell with panels required to rebuild the car. A lot of the hard work in terms of sorting the package has already been

done so essentially it becomes an un-bolt and bolt-on proposition for someone who'd like to become, or already is, involved in rally or tarmac motor sport. I've had a lot of fun with this car over the years. The car was very competitive - won class in 2008 - and not raced since. Change of priorities means it's time to let her go to a good home. Price is negotiable. Sensible offers considered. Phone Bill 03 9720 9055 or 0429 425 759

B20 ENGINE WITH TWIN SU CARBS AND GEARBOX

Very good condition. Still in car so you can see running. Price negotiable. Phone Bill 03 9720 9055 or 0429 425 759.

120 AMAZON 2 DOOR Dismantling - most parts available- panels, mechanicals etc. at reasonable prices. Phone Bill 03 9720 9055 or 0429 425 759.

120 AMAZON 2 DOOR ROLLING SHELL Very good condition. Only very minor rust.



Would make great resto. Rationalising fleet so it's gotta go. Best reasonable offer. Phone Bill 03 9720 9055 or 0429 425 759.

1971 P1800E Manual with O/D. Very original car, Red with Black Upholstery. Car has had only 3 owners and the current owner for the last 20 years. Genuine 120,000 miles. Car has new genuine Volvo Dashboard and the original Mag Alloy wheels & stainless trims in good condition and fitted with Michelin tyres. Original owners manual and log book, always fitted genuine Volvo parts drives like new however does require paint restoration.



Reg AAL21Q. \$20,000 ONO. Phone Laurie 02 9958 5368, 0428 254 029 or email lgarrod@bigpond.net.au

1968 P1800 Recent bare metal respray. No expense spared in restoration.



Complete receipts. Lots of spares. Located in Newcastle. \$34K. Phone Gregor 02 4959 5755 or email gregord@optusnet.com.au

1982 VOLVO 244 Yellow with no modifications. Has been shedded for some years and is now non runner. Only two owners from new. Open to offers. I have two other 240 Volvo so this one has to go. Contact Robert Boan on 03 5668 2371 or 0407550866. Car located at Mirboo North in Gippsland, Victoria.

NEW RADIATORS AT VP TUNING New in our program are high quality alloy radiators for Volvo 850 X70 - '98, 940 X90, P2 S60, V70, R. Good improvement over



the stock radiators with plastic side tanks which can cracked over time. These are manual gearbox only so far but automatic version will be soon available. Call Mark on 0403 814545 for the latest pricing.

R-SPORT STYLE EXTRACTORS with precision laser cut flanges and CNC mandrel bent pipes. Assembled on an accurate jig, resulting in a first class fit every time! Will suit any 4cyl B18 or B20 powered Volvo. The extractors come with an extended 2 1/4-inch collector pipe with a laser cut two bolt flange. We also supply an additional two bolt flange for fitting to your performance exhaust system.

1963 122 4-DOOR Very reluctant sale for a great car! The car is registered in NSW with standard plates until October 2013, registered as "HIS-122". A 4-speed gear box and electric Laycock overdrive have been professionally installed. The engine has been bored out to 2.0



litres by Volvo Sweden, with sports extractor. The car has been converted to unleaded. The duco has been completely rejuvenated in gunmetal grey, chromes are as-new and the interior has been carefully restored



with immaculate red upholstery. Air-conditioning is installed. It has been professionally lowered by two inches. The original workshop manual and many spare parts are included. \$18,000 ONO. Contact: mphelemons@bigpond.com



Price: \$450. Standard finish is a high temperature black paint. We also offer ceramic coating in a choice of colours at additional cost of \$250. Note: \$30 discount for club members! Please email us for postage costs: sales@whitewallsaustralia.com.au. For any further questions call Lachy on: 0417 554 190

VOLVO GT REPRODUCTION BADGES

New production 142GT badges - very good quality (better-made than original). Comes with high-quality double-sided tape for vehicle fitting. Can be made for



anyone in the club who wants a set. See the website www.inscribe.com.au and ring Chris Calleja 03 9465 7631 or email chris@inscribe.com.au for pricing/details.

1965 P1800S \$32 000 (excludes on road costs). Serviced and maintained by Voldat Moorabbin. Garaged, great condition mechanically & body. Converted



to unleaded, new tyres, reconditioned radiator & engine. 159899 KMS. Contact Jodie 0406 188 669

2006 S40 T5 5sp auto. 2nd owner. Very good condition - always garaged. Metallic black. Sunroof leather upholstery 6 CD stacker. Fully serviced by Volvo mechanics.



Low klms 75756. New tyres fitted 17-01-13. New windscreen 21-08-13. Registered till 15-02-14. \$20500 ono. Malua Bay NSW. Phone Marian 02 4471 2778 or email romar49@bigpond.net.au

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set. Call Lachy on 0417 554 190 or email lachyevans.music@bigpond.com

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Car(s) Details:

(You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)

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Signature Date.....

For information about the club please contact the President Lance Phillips on 03 9707 2724.

**For information about your membership please contact the Membership Secretary
Greg Sievert on 0401 713 595 (AH) or email greg.sievert@gmail.com**

Please send this form with payment or direct deposit receipt to:

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John Davis Motors	38 Bathurst Rd	Orange	NSW	2800	02 6362 0966

Australian Capital Territory

Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
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Silverstone Volvo	591 Doncaster Rd	Doncaster	VIC	3108	03 9840 8868
Bilia Hawthorn	139 Camberwell Rd	Hawthorn	VIC	3122	03 9882 3600
Altitude Volvo Cars Brighton	913 Nepean Highway	Bentleigh	VIC	3204	03 9576 5399
Melbourne City Volvo	351 Ingles St	Port Melbourne	VIC	3207	03 9684 1070
Rex Gorell Volvo	212 - 224 Latrobe Terrace	Geelong	VIC	3220	03 5244 6222
Jacob Motor Group (service)	171-175 Melbourne Road	Wodonga	VIC	3690	02 6055 9829

Queensland

Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
Southside Volvo (service)	Cnr Buranda Street & Logan Rd	Buranda	QLD	4102	07 3895 3535
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Pacific Volvo	129 Sugar Rd	Maroochydore	QLD	4558	07 5458 9738
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