

ROLLING

AUSTRALIA

NO. 263 • JULY/AUGUST 2022



National Magazine for the Volvo Clubs of Victoria, South Australia,
New South Wales, Queensland, and the Volvo 1800/120 Club of Australia

9874 5544

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CONTENTS

Rolling Australia

National Magazine for the Volvo Clubs of Victoria, South Australia, New South Wales, Queensland and the Volvo 1800/120 Club of Australia.

Issue # 263

July/August 2022

Deadline for Next Submission:

August 10, 2022

If you own a Volvo 264 or 265...:

Rolling Australia editions #264 (Sep/Oct 2022 – Deadline 10th August) and #265 (Nov/Dec 2022 – Deadline 10th September) are coming up – now's your chance to submit a story and photos of your car if you own a 264 or 265.

Please send them to the editor via email before the deadlines noted above for possible inclusion into the magazine.

This will be the last few magazines corresponding to a Volvo model number until we hit #340 in about 13 years (unless you have a C303 in your shed).

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Robert Bakker

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Display Day at National Motor Museum Birdwood. **Credit:** Greg Sievert

Rear Cover:

Craig Rasmussen's 122 at Kintore Headframe
Credit: Craig Rasmussen

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**Volvo
News**

2

**Victorian
Club**

5

**South Australian
Club**

17

**Queensland
Club**

31

**1800 - 120
Club**

43

**New South Wales
Club**

55

**Volvo Cars
Dealer Network**

65



Polestar 3 Teased

Polestar releases first official images of its full-sized and performance-oriented SUV, the Polestar 3

Polestar has leaked photos and information on its first SUV and third model in its range, the imaginatively named, Polestar 3.

Information on the new model is scarce, but the 3 will be a full-sized sporty SUV that'll be designed to rival the likes of the Porsche Cayenne and higher end models of the BMW X5 and Mercedes-Benz GLE ranges.

The Polestar 3 will, of course, be fully electric and range is expected to be around 600km on a full charge. A dual motor drivetrain should deliver, well, electrifying performance.

Single motor and smaller battery packs may be offered down the track.

Like the Polestar 2, it will offer over-the-air updates for Volvo's Android-based infotainment.

Eventually, there'll be autonomous highway piloting powered by the best-in-class LiDAR sensor from Luminar and centralized NVIDIA computing power.

Initially, production will take place in the United States – alongside the Embla, perhaps? – and China, where it is expected that Australian

allocated cars will be built. Polestar will use environmentally friendly materials where possible.

“Polestar 3 is the SUV for the electric age. Our design identity evolves with this high-end large luxury EV, with a strong, individual brand character,” says Thomas Ingenlath, Polestar CEO.

“With this car, we bring the ‘sport’ back to the SUV, staying true to our performance roots.”

Matt Calvitto

Images: Volvo Cars Newsroom



Volvo Trucks Solves Logistics Crisis

While most truck makers are in the grip of a post-pandemic logistics nightmare, Volvo Trucks has devised a solution to keep customer orders flowing – hiring its own ships

The COVID-19 pandemic has disrupted supply chains throughout the world for a number of industries and, truck makers are no exemption, with some manufacturers with fully imported line-ups unable to hand over keys until 2023.

However, Volvo's order books had become jam packed and customers faced longer than usual delays for their new machinery.

Until now. To clear the backlog, Volvo devised a unique solution: hiring their own shipping vessel.

The plant in Brisbane that makes some versions of the FM, FMX and FH – the small FE is fully imported and made by Renault in France – is currently at capacity, so extra trucks will be made in Gothenburg, Sweden and Saudi Arabia and then shipped directly to Australia.

Team members from Brisbane will be sent to Sweden and Saudi Arabia to ensure that the imported trucks will be up to Australian standards.

The boat will also freight much needed parts.

Volvo Group Australia President and CEO Martin Merrick told trucksales.com.au that the decision to lease the vessel was made by Volvo Australia, in conjunction with head office in Sweden "We're at maximum capacity at Wacol; it's going to be a record market for heavy-duty trucks this year," Mr Merrick said.

"We're getting massive support from our Global industrial system. So for specific customers we're bringing in some CBUs (completely built-up units) from Gothenburg and from Saudi Arabia."

"So on that note, Volvo has taken the decision centrally that we'll charter our own RO-RO (roll-on, roll-off) vessel to get out CBUs here in time for our customers."

The move extends Volvo's domination over rivals in Australia. Volvo's Swedish nemesis Scania, for example, fully imports its range from Sweden, The Netherlands and France through traditional channels is facing a dramatic sales slump as it struggles to fill customer orders.

"Our customers are delighted with that news (that Volvo is leasing a ship). We're really supporting our customers to meet this current demand," Merrick added.

I suspect Scania et al aren't so delighted

Matt Calvitto



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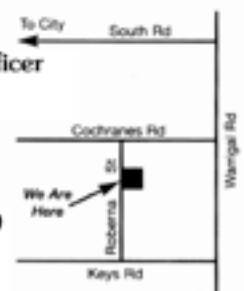


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VIC CLUB

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Darcy Rule

Kevin Holden
Robert Susanj

Mark Iceton

Remembering Adrian...

I first met Adrian over 15 years ago when I posted a 240 for sale online on carsales.com.au.

It was an immaculate original green 1984 240GL manual sedan which I'd only acquired a couple of years earlier to use for commuting whilst my GLE was off the road for some cosmetic work, and regrettably the car needed to go.

After fielding calls and emails from far and wide asking every possible detail about the car, no doubt many from the proverbial tyre kickers, Adrian Beavis got in touch with me - and he was different.

Adrian had seen my advert and liked what he saw, considered the asking price fair, trusted me as a known Volvo Club of Victoria member, and just wanted to dispense with the endless details and negotiation and make a commitment. How refreshing is that!

A couple of days later money changed hands, Adrian was on his way home from me with his new 240, and I'd made a genuine and lasting friend. It was a win all around.

Never one to get too deeply involved in mechanical matters, Adrian appreciated the fundamental qualities of the 240 series such as their design purity, practicality and build quality, and they were his enduring vehicle of choice even though he could have driven something much newer and more refined.

For years he owned five treasured examples of the 200 series, including the coveted 262C which had long been his ultimate 200 series goal, and whichever car he brought to Volvo Club display days or events was invariably well presented and worthy of an award.

In recent times, as Adrian's failing health left him unable to drive, he found peace of mind in the fact that his cars found good new homes, either amongst family members or within the Volvo Club.

But how do we remember Adrian the person? Gentlemanly, modest, generous, honest, thoughtful, warm, and good-natured are all adjectives which ring thoroughly true.

I could be cheeky and add eccentric to that mix, as many of us will recall Adrian's trademark hat, scarf and corduroy trousers, perhaps the stereotypical "Volvo driver" in that regard, but only in the nicest possible way!

It's a testament to Adrian's modesty as a quiet achiever that I knew him for years without even being aware that he was both a learned academic and a talented painter.

Even dancing and home renovations were included in his eclectic mix of endeavours. In that respect Adrian was far too interested in learning from others to promote his own considerable achievements and abilities.



Diplomatic, patient, tolerant and grateful, Adrian was the kind of person who never had a bad word to say about anyone and conversely, I'd be very surprised if anyone ever had just cause to speak ill of him.

I have fond memories of chatting to Adrian at club events, as he was always someone whom I gravitated toward, knowing that he was reliably interested, friendly and even-tempered, and I'm sure many others felt the same.

A couple of years ago, at not yet 70 years of age, Adrian was struck down with an incurable brain tumour... which progressively robbed him of his abilities and independence, and ultimate of his life.

The fact that he remained optimistic and philosophical about his illness throughout shouldn't surprise me, knowing Adrian, but I'm struck by the cruel randomness of his affliction and I have difficulty in accepting a fate like that for such a thoroughly good person.

Together with a death in my own immediate family this year, I'm reminded of the fragility and temporary nature of life, and the all too easy trap of taking people for granted. May that lesson be a part of Adrian's legacy.

On behalf of all those in the Volvo Club who knew Adrian, I extend our condolences to his family and in particular his wife Imelda, also a valued friend of ours.

To Adrian, farewell and thanks for the person you were and the friendship you offered. You live on in the best of our Volvo Club memories.

Mark Hoffman



SADNESS



Heino Nowatzky • Club President

☎ 0425 705 045

✉ hnowatzky@ozemail.com.au

It is with great sadness that I inform our members and readers of Rolling Magazine of the passing of Adrian Beavis.

Adrian was not only a great club member attending most club events but also served as a Committee Member then Treasurer and finally as the Editor of Rolling Magazine. It was as the Editor that Adrian was able to let his artistic side show and shine.

Adrian was instrumental in changing the magazine and was most certainly the catalyst for making the magazine the success it is today. He introduced the themed covers, introduced "What's in my garage" and spent the time teaching many about layout and photo orientation.

A little known fact is that at the time Adrian and his wife, Imelda, ran one of the oldest surviving independent newspapers in Australia in the country town of Maldon, the Tarrangower Times.

Adrian was instantly recognisable with his trademark cord trousers and hat. Much loved and adored, Adrian and Imelda made lasting friends in the Volvo Club.

Many will be shocked at his passing. The nature of his illness forced him to withdraw from public life. I find it hard to write about Adrian as my memories bring tears and grief. Adrian Peter Beavis 4th June 1951 – 2nd May 2022.

A friend, a mentor and an all round decent human being who just happened to love Volvos as well. Rest in Peace my Friend. Our Condolences go to Imelda and family.

Well if we thought post-Covid would be everything back to normal I guess we are coming to the realisation that is certainly not the case.

We are now beginning to see and feel the effects of significantly higher fuel prices. We will need to factor that in when planning our driving events.

I think less driving and more entertainment might have to be considerations. The flow on effect on the pricing of everything else is also being felt.

After being in lockdown for so long in Melbourne the last thing I want is to stay home but when the simple act of filling the fuel tank causes severe anxiety plus the need to queue for cheaper Costco petrol, I wonder what the alternatives are.

Of course Greg Sievert will immediately jump in with a plug for EVs but I (like many of you) am just not ready. All of a sudden, to burst that bubble, we are now facing severe power shortages.

So where does that leave us as a Club? Well, we intend to hold our meetings, events and drive days and hope that you will continue to support the club and activities.

Yes we are heading into cold, wet, windy days and nights and the cost of fuel but just remember back to the same time last year and maybe that is all the incentive you need to brave the conditions and join us.

The Club rooms at the Chevrolet Car Club are warm and comfortable and we hope to fill them with happy club members.

The Volvo Club of Victoria is 50 years old this year (established 1972). To celebrate this milestone, we are holding a 50th birthday celebration on Sunday the 23rd of October 2022. The venue will be the Chevrolet car club rooms in Edgcombe Court, Moorabbin.

This is an early call up to find past committee and members to join us on the day and to find old club memorabilia to bring along and place on display. We want as many Volvo enthusiasts and cars to be present on the day.

The Winton Festival of Speed (WFOS) will be held on the 5th to 7th August 2022. If you wish to attend with a display car please contact me. I have arranged for ten display car passes for this event.

Our Annual General Meeting (AGM) will be held on Wednesday the 17th August of 2022 at or after 8pm in the Chevrolet car club rooms in Edgcombe Court Moorabbin. We will need a quorum (10% of our membership or around 40 members) for this meeting so please attend. I would like to see you all there and I would like people to consider running for Committee positions.

Heino Nowatzky
Club President

EVENTS CALENDAR

July

16

Dyno Day

- 🕒 **Saturday July 16,**
9:00am kick-off
 - 🛒 **\$80.00** per car
 - 📍 **Melbourne Performance Centre**
22 Research Drive,
Croydon South, VIC 3136
 - 📞 **Mark Icton**
0434 897 144
- Please contact Mark to make a booking or for more details.

20

Club Night Meeting

- Stuart Vaughan will give a presentation on the progress of his P1800 restoration
- 🕒 **Wednesday July 20,**
8:00pm onwards
 - 📍 **Chevrolet Club Rooms**
3 Edgecombe Court,
Moorabbin, VIC 3189

27

Coffee & Chat

- On the banks of the Maribyrnong River, coffee, tea and breakfast
- 🕒 **Wednesday July 27,**
10:00am onwards
 - 📍 **The Boathouse Restaurant**
7 The Boulevard,
Moonee Ponds,
VIC 3038
 - 🌐 **the-boathouse.com.au**
 - 📞 **Doug Miller**
0433 444 861
chez.doug@gmail.com
- To assist with booking, please register your attendance by no later than 5:00pm Monday 25th July.

August

6
7

Winton Festival of Speed

- Over 500 cars racing and on show over 3 days, featuring 50kms Historic Touring Car race.
- If you wish to attend with a display car please contact Heino for passes
- 🕒 **August 6 - 7**
 - 📍 **Winton Raceway**
41 Fox Street,
Winton, VIC 3673
 - 🌐 **vhrr.com/wp/winton-fos**
 - 📞 **Heino Nowatzky**
0425 705 045
hnowatzky@ozemail.com.au

17

Annual General Meeting

- Free pizza dinner from 7pm. AGM starts at 8pm.
- 🕒 **Wednesday August 17,**
7:00pm onwards
 - 📍 **Chevrolet Club Rooms**
3 Edgecombe Court,
Moorabbin, VIC 3189

24

Coffee & Chat

- 🕒 **Wednesday August 24,** 10:00am onwards
 - 📍 **Mister Fox Restaurant**
1352 Canterbury Road,
Ringwood, VIC 3038
 - 🌐 **mister-fox.com.au**
 - 📞 **Doug Miller**
0433 444 861
chez.doug@gmail.com
- To assist with booking, please register your attendance by no later than 5:00pm Monday 22nd August.

September

21

Club Night Meeting

- 🕒 **Wednesday September 21,**
8:00pm onwards
- 📍 **Chevrolet Club Rooms**
3 Edgecombe Court,
Moorabbin, VIC 3189

28

Coffee & Chat

- 🕒 **Wednesday September 28,**
10:00am onwards
 - 📍 **Studley Grounds Café**
121 Studley Park Road,
Kew, VIC 3101
 - 🌐 **studleygrounds.com.au**
 - 📞 **Doug Miller**
0433 444 861
chez.doug@gmail.com
- To assist with booking, please register your attendance by no later than 5:00pm Monday 26th Sept.

October

2

Lance's Memorial Run

- Join fellow Club Members for a memorial drive day and lunch in celebration of the late Lance Phillips and experience some of the rural roads and attractions of West Gippsland and lunch at the Noojee Pub. Meet at the BP Service Centre, Princes Freeway Officer (Eastbound) at 9:30am (for a 10:00am departure). Lunch will be set at the Noojee Pub from 11:30am.
- 🕒 **Sunday October 2,**
9:30am onwards
 - 📍 **Noojee Hotel**
411 Mt Baw Baw Tourist Road,
Noojee, VIC 3833
 - 🌐 **noojeehotel.com.au**
 - 📞 **Doug Miller**
0433 444 861
chez.doug@gmail.com
- To assist with booking, please register your attendance by no later than 5:00pm Friday 30th September.

19

Club Night Meeting

- 🕒 **Wednesday October 19,** 8:00pm onwards
- 📍 **Chevrolet Club Rooms,**
3 Edgecombe Court,
Moorabbin, VIC 3189

23

Volvo Club of Victoria 50th Anniversary Celebration & Car Display Day

- 🕒 **Sunday October 23,**
10:00am - 3:00pm
- 📍 **Chevrolet Club Rooms,**
3 Edgecombe Court,
Moorabbin, VIC 3189

Please Note:

For the foreseeable future, Club events will be planned and managed consistent with the Club's Covid-Safe guideline which has been published in *Rolling* #255 and is also available on the club's website. Club members are encouraged to be aware of the provisions of the guideline and keep informed of the prevailing Victorian government restrictions that could impact upon their attendance at club events. Some planned events may, at short notice, have to be cancelled or have attendance capped consistent with location, venue and/or government requirements and health advice at the time.

For the latest event updates and information, please visit the club's website at www.volvovic.org.au

CLUB NOTICEBOARD

13

New Members

399

Financial

13

Non-Financial

412

Members

WELCOME OUR NEW MEMBERS:

Philip Martin & Kate Reiske

Volvo 850 R

Jasbir & Keshri Sidhu

Mercedes-Benz 320 CE

Trent & Liam Nicholas

Volvo 240, XC90, C30, V40 CC

Andrew Cohen

Volvo XC60

Ross & Janet Davis

Volvo S40, 940

Lars Aberg & Shannon Bell

Volvo 244 GLE

Fintan Murphy-Britton

Volvo 244 DL

Martin Moran & Anna Glumac

Volvo 240

Al Einhorn

Volvo 240

David Loren

Volvo 122

Andrew & Anne MacGregor

Volvo 740

Nasser Ortakand

Volvo 264 GLE

Mic & Nicole Case

Volvo 850 R

MEMBERSHIP

As of the 13th of June, we have 399 financial members, and 13 un-financial, bringing our total count to 412.

If you are unsure of your membership expiry date, please check the details on the address fly sheet attached with your most recent copy of *Rolling*.

Please ensure we have your current email on file, as all membership forms are emailed a month in advance.

Please review your details and return the form with your payment, or if you pay via direct deposit, be sure to email through any changes to your membership.

THE VICTORIAN CLUB PERMIT SCHEME

Please be aware that VicRoads require that any car put on the Club Permit Scheme (CPS) must have a compliance plate date that is 25 years + 1 month prior to the application date for the club permit.

For those club members who have vehicles on Club Plates in Victoria, it is mandatory that your membership is paid up.

If your membership has lapsed and the police check your details, they are able to contact us to confirm your membership status. You must also fill out your log book properly before each drive, if the log book is not filled a fine may apply.

With each new vehicle you put on Club Plates, you must let Greg Sievert know the vehicle details and registration number.

Due to the Covid-19 pandemic, VicRoads have enabled on-line payment of Club Permit renewals. If you wish to pursue this option, you will need a signed Club Permit Endorsement form that must be uploaded when renewing online.

Please contact Greg if you wish to pursue this option and he will email you the necessary signed forms.

You may also post your renewal form directly to Heino or Greg for signing, please include a pre-paid & addressed envelope so we are able to mail the signed form back to you.

Please be advised that if you pay your Club Permit Renewal online, you must print, or have available electronically, the confirmation receipt or proof of payment and retain this in your car with your club permit logbook.

\$16,450.26

Club's Bank Balance as of 13/06/22

Life & Honorary Members:

Lance Phillips, Greg Sievert, Peter Spencer, John Grant, John Johnson,

Robert & Shirley Kaub

Membership Renewal:

Annual membership and renewal costs are as follows:

\$50.00

Adult/Family

\$25.00

Student/Pensioner

Payment can be made via cash or cheque attached with your membership slip sent to:

Volvo Club of Victoria

PO Box 3011,

Moorabbin East, VIC 3189

Or via direct deposit to:

Volvo Club of Victoria

BSB: 063 564

Account: 1001 4322

Please ensure you quote your name and membership number in the description.

The following committee members are able to sign your Club Permit renewal forms:

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greg.sievert@gmail.com

Heino Nowatzky - 0425 705 045

hnowatzky@ozemail.com.au

John Johnson - 0414 385 962

saintjohn@c031.aone.net.au

Did you know, you can now get Club Permit plates in "slimline" size? Contact VicRoads for more details.

Contact Us:

For any questions about your membership, or for magazine related queries, please contact:

Greg Sievert - 0401 713 595

greg.sievert@gmail.com

For any questions about the club's finances, please contact:

Werner Golla - 0419 351 060

falconxa@hotmail.com

THE EDITOR'S DESK

WINTER BLUES

Greg Sievert • Editor

☎ 0401 713 595

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Hello all and welcome to the mid-winter edition of Rolling Australia. The weather has been pretty cold, occasionally frosty, and misty/rainy for what seems like the past month.

It hasn't been at all pleasant for working outside (or in the shed) on car projects. I feel a bit like I've come down with a case of the winter blues (S.A.D. maybe?)

Consequently, rather than doing anything productive, I spend much of my time browsing the various Volvo forums, Facebook pages, playing online Scrabble, doing the daily Wordle, and reading the (rather depressing) news.

I had good intentions about a month ago when I put the gold 240 wagon up on the hoist. It was time for the biennial brake fluid flush, and I thought while I'm at it, I might just pop that turbo engine in and convert it to a manual.

This project has been on the to-do list for about 18 years now, and I'm dreading getting started as I know the car will be off the road for ages. <sigh> So the car is still up on the hoist with wheels off, waiting for some love!

Fortunately, when pulling together the info for my article this edition, I was cheered up a bit when looking back through the pics of our SA Cruise outback tour and National Rally.

We had perfect dry weather for that as

you will see in the photos. I hope you all enjoy the coverage of that great event in this edition.

We had some sad news in May about the passing of our previous Editor, Treasurer, and consummate gentleman Adrian Beavis. Mark Hoffmann has done a fitting tribute for the magazine, and his sentiments are spot on what I would say about Adrian.

Wayne and I always enjoyed talking with him and Imelda at club events or when catching up. He had a great sense of humour and wit, and he was very humble. I will never forget the surprise we got when we visited Adrian and Imelda at their holiday home in nearby Maldon. Adrian showed us his gorgeous 262C that was tucked away in the shed, and we asked him about some boxed-up artwork near the car.

Much to our surprise, we found out he was an accomplished pastels artist! You can check out some of his works at his website adrianbeavis.com. With Imelda's permission, we've reprinted "Miss Pritchard's, Maldon, VIC" with Mark's tribute article.

Adrian was also not one to tout his devout Catholicism, of which we learned more at his funeral service. As we departed the church to the uplifting song "Life is but a Dream" (no doubt selected for the service by Adrian prior to his death) we thought "how

appropriately 'Adrian' that is..."

He will be missed by many in the club and his family and friends. Rest in peace Adrian.

Remember we have our AGM coming up in August (see the events calendar). All positions will be declared vacant, and a new committee will be elected.

Hopefully we will get some "new blood" as the current committee has been around for a long time. (Note I say this every year, and a miracle is yet to occur – maybe 2022?)

Please chat with Heino or another club officer ASAP if you'd like to volunteer for a committee position.

We have some exciting stuff to be planned including the club's 50th anniversary celebration in October, and the National Rally in 2024. It will be "all hands on deck" for that event!

Remember the next edition (264) we'd like to have some pics and stories about club members' 264s. Please email them through to me ASAP.

The Nov/Dec edition will be 265, so stories and pics for that edition will be welcome too.

Until next time, stay warm and happy motoring!!

Greg Sievert
Editor - Rolling Australia



NIGHT MEETING GUEST SPEAKERS

Greg Sievert

Thank you to Philip & Debbie Perkins and Alan Chambers for their recent talks at recent night meetings.

In May, Philip and Debbie discussed the family's ownership and restoration of multiple Volvo 122s.

Unfortunately due to the predicted rain, Philip didn't want to bring the gorgeous

cars to the meeting for display (I don't blame him!)

No doubt you have seen the Perkins' cars at club display days (including Nicholas's show-winner at Yarra Glen this year!)

In June, Alan Chambers brought two rally cars (a 244 and a recently-

purchased Mercedes "fintail" that he's currently preparing).

He talked about his and previous owners' participation in charity and re-enactment rallies with the Volvo, then gave us a tour of the cars and discussed some of the special features on each car.

COFFEE & CHAT REPORT

Doug Miller & Len Ward

The Club's monthly Coffee & Chat event is slowly receiving more traction from Club Members as the community adjusts to living safely with the presence of Covid and the Flu.

The May Coffee & Chat was at The Naked Racer Café & Bar in Cheltenham, in the past very popular with Club Members, however, on this occasion there were five of us, including a new Club member, Rob Germain, the proud owner of a late model C70.

Numbers at Coffee & Chat doubled in June, at The Earthly Pleasures Café in Belgrave, with ten participants, including Ken & Joy Gothe, who are thinking about joining the Club and wanted to "test the water" at their local Coffee & Chat Club event.

A characteristic of Coffee & Chat is the monthly mid-week social event moves around metro Melbourne.

There are currently 6 cafes/restaurants we regularly visit in Cheltenham, Belgrave, Moonee Ponds, Ringwood, Kew & Warrandyte, each selected for good coffee/tea/all day breakfast, incorporating an interesting feature, such as a museum, plant nursery, historic building and, good car parking.

The aim of moving the event around metro Melbourne is to provide as many Club Members as possible with access to a Coffee & Chat over the year.

Some Club Members may attend 2 or 3 Coffee & Chats over a year (and a few like Doug & Len attend them all), and we always have local Club Members for which the location is their closest.

With the average attendance over the 4 years of Coffee & Chat events of 13 Members per event, the net result is at least 70 Club Members per year attend 1 or more Coffee & Chats.

So, as we move into the 2nd half of 2022, Club Members will have the opportunity to contribute to the future form of Coffee & Chat, whether it currently meets their needs or are there alternatives.

The July Coffee & Chat will be at The Boathouse Restaurant (on the banks of the Maribyrnong River) in Moonee Ponds and in August, at Mister Fox Restaurant (part of the Ringwood Golf Course) in Ringwood. Full details are on the Club website and the events calendar in Rolling magazine.

Please note, future Coffee & Chats are on the 4th Wednesday of the month, providing the opportunity to remind Club Members at the monthly general meeting of Coffee & Chat in the following week.

VOLVO NATIONAL RALLY 2022

Greg Sievert

Congratulations to the South Australian club for pulling off the unthinkable – a National Rally in the middle of a pandemic.

The easy thing would have been to cancel or postpone indefinitely, but the show went on after the initial change of dates due to strict COVID measures preventing interstate travel.

Wayne and I decided it would be a good run for the recently-completed supercharged 79 245, as taking the 1800ES on unsealed outback roads is no longer my cup of tea (after a rather unpleasant experience on a previous rally!)

Before the trip, I swapped the 17-inch alloys for more sensible 15-inch alloys with standard-profile tyres, hoping for a more forgiving ride and reduced risk of damage to the wheels. I was glad I did – more later!

We started our journey on the Sunday before Easter, heading up from Daylesford through rural Victoria wheat belt towns for an overnight stop at Mildura.

I got breathalysed on the outskirts of some small town – reminded me a bit of the movies you see where the cops look at your car and say your tail light is broken after breaking it with their

baton...but the copper actually said “nice Volvo – the ones we see are usually clapped out”.

I started to tell him a bit more about it and his eyes immediately glazed over, and he gave me the breathalyser tube “as a souvenir” that I then had to dispose of in a rubbish bin 10 metres up the road LOL!

We saw an EV fast charging station at our lunch break rest stop at Wedderburn.

There are quite a few fast chargers in rural Victoria as part of the “Charging the Regions” initiative.





Sadly nothing between Mildura and Broken Hill (300 km stretch would have been a bit nerve-wracking), nor between Broken Hill and Quorn (410 km), so driving the EV on this road trip was an impossibility without backtracking and taking more time. SA need to get their act together on installing some more EV chargers!

Monday morning, we headed up the long, deserted stretch of road from Mildura to Broken Hill. We never overtook a car and were never overtaken.

We did stop at one spot for a photo shoot and saw a car or two go past, and we saw a couple cars at most heading

the other direction. Not a place you'd want to have a breakdown!

When arriving in Broken Hill, I was surprised how high and wide the mine tailings pile (mountain?) is directly next to the town. It's surreal! From the observation area at the top, you get a great view of the town.

The Line of Lode Memorial there is a reminder of the many hundreds of lives lost in pursuit of mining riches over the years.

Broken Hill has a disproportionately large cemetery where most of those souls are laid to rest.

We met up with the other Cruise drivers at the Kindore Headframe for a photo shoot at dusk (spotted another EV fast charger there!) We were then welcomed to the home of local members Colleen and Ross for a tasty BBQ dinner.

The following day, we did a tour of the historic Daydream Mine, where our knowledgeable guide spruiked the mine's history along with multiple interjections of the latest internet conspiracy theories (which made for a good laugh!) After the tour, we enjoyed a feast of fresh-baked scones, jam and cream.

Continued over...





VOLVO NATIONAL RALLY 2022 *CONTINUED*

Greg Sievert

We drove to Silverton (where some of the Mad Max movie was filmed), and also got some pics of the cars in the stark landscape. With virtually no vegetation in sight, it looks like a Martian landscape!

In the afternoon, we did a tour of the Royal Flying Doctor Service base and museum, which was quite interesting. I had no idea how difficult it is to service the remote communities and hadn't thought about the lack of doctors and healthcare facilities in the outback.

The RFDS are lifeline for residents of outback cattle stations and remote communities, providing not only emergency services but also regular health and dental clinics, and comprehensive mental health services.

The museum hosts memorabilia from the early settlement days as well as several historical RFDS aircraft. Well worth a visit if you're in Broken Hill.

That evening, we visited a sunset sculpture garden, with large stone artworks done by local and international artists. It was quite spectacular, but also difficult to get a photo without people in it as it seemed to be quite the tourist attraction.

On Wednesday we headed from Broken Hill to Quorn, stopping at Peterborough for lunch. Wayne and I did a quick tour of the train museum there.

After a long day of driving, we were glad to get to our quaint cottage accommodation in Quorn.

Quorn has a lot of historic buildings, and two pubs that seem to be the focal point of the town in the evenings. COVID seemed to be the farthest thing on peoples' minds with 50+ patrons (mostly locals) at the bar drinking and enjoying themselves.

It was quite foreign to us Victorians who have been locked down, masked-up and socially distant for years! The meals were interesting to say the least – just think of every variation on the parma (and then some!)

In the evenings, the town's grain silo becomes a giant cinema screen. Music and stories accompany the video projection, with a history of local area, railways, agriculture and natural beauty of the nearby Flinders Ranges.





Three of the Volvos (Craig and Mark in their 122s, and Wayne and I in the 245) took a day tour in the Flinders Ranges, with Peter and Georgie riding shotgun in the 122s.

We saw some incredible scenery and travelled on some pretty rough unsealed roads.

I was glad to have the "balloon tyres" on the 245, and we were fortunate that it was very dry as many of the roads are impassable in wet weather.

We had plenty of dust to contend with, but the 245 has a well-sealed cabin so it mostly stayed on the outside!

On Friday, we travelled from Quorn through the Clare Valley, where we stopped for morning tea and a tour of

the historic Bungaree Station, then on to Hahndorf for the remainder of the event.

On the Friday night, we had a welcome dinner. Saturday we chose the option of the The Bend motorsports park tour and lunch, with others opting for the zoo (or both).

Sunday was the big event – convoy from Hahndorf to Birdwood for the display day at the National Motor Museum.

It was a great turn-out of cars – I think the biggest number was 2-series – and a great location on the park-like lawns of the museum. More details in the SA club section.

We had a fantastic catered lunch and browsed the museum, with some light

rain to wrap things up in late afternoon. (The weather had been fine until this point!).

Sunday night was the awards banquet and Monday morning we said our goodbyes at breakfast.

Our drive back home from Hahndorf was rainy which put a damper on what was spectacular weather for the most part during the duration of the event.

Thank you to the SA Club members, committee and attendees for putting on a great event. We especially enjoyed getting to know the smaller group who attended the pre-weekend cruise, and we hope to meet up with you all in future.

Greg Sievert
Editor - *Rolling Australia*



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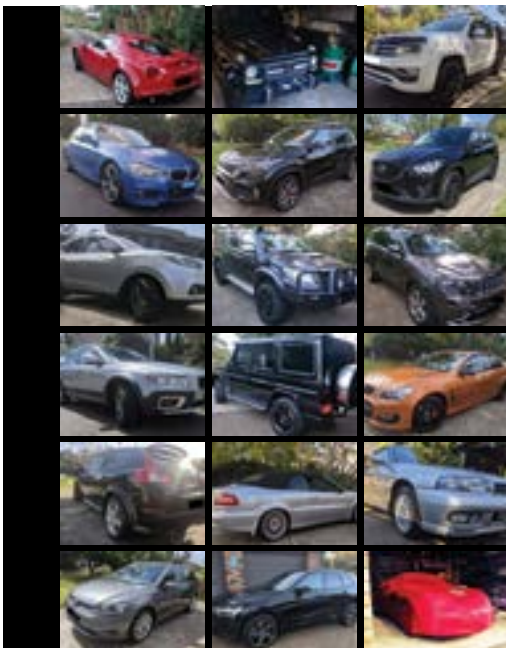
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SA CLUB

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EVENTS CALENDAR

RSVP's Required for ALL Events: Please call a committee member or send reply email to events@volvocarclubsa.org.au by the date specified for each event.

JULY

8 Annual General Meeting

Please attend to pay your yearly club fees, have your log book/s endorsed and to provide input to the club. We thank this year's committee and host the election of the 2022-2023 committee.

🕒 **Friday July 8, 7:30pm onwards**

📍 **Combined Car Clubrooms, Clark Ave, Glandore, SA 5037**

17 Christmas in July

Our traditional Christmas in July event is back, and this year we're heading to the Charleston in the Adelaide Hills. Regular menu is available, plus they will offer Christmas Turkey and pudding on the specials board. 30 people maximum, so please RSVP ASAP!

🕒 **Sunday July 17**

AUGUST

14 Winter in Mt. Lofty: A Summit Hike in a Volvo...

Meet at 9.30am for a 10.00am departure from Westfield Marion car park, heading up through the hills for a morning tea break at Mt. Lofty summit. Continue to on to lunch at Woodside.

🕒 **Sunday August 14, 9:30am for a 10:00am departure.**

📍 **Westfield Marion car park (near Bunnings), Diagonal Rd, Oaklands Park, SA 5046**

SEPTEMBER

9 General Meeting

Club meetings cover incorporated club formalities.

🕒 **Friday September 9, 7:30pm onwards**

📍 **Combined Car Clubrooms, Clark Ave, Glandore, SA 5037**

18 Start of Spring: Esplanade Run to Train Museum

Meet at 10.00am for a 10.30 departure from Henley Sailing Club car park on Seaview Road for a short cruise along the esplanade to Semaphore, Outer Harbor and finishing in Port Adelaide at the National Railway Museum where members can browse around for a visit.

🕒 **Sunday September 18, 10:00am for a 10:30am departure.**

📍 **Henley Sailing Club car park, 1 Seaview Rd, West Beach, SA 5024**

OCTOBER

16 The Bay to Birdwood 2022: The Bay to Birdwood is now in October!

Mark your diaries for this memorable event. If you entered in 2021 and have chosen to roll over your entry fee from last year's event, you don't have to do anything. The Bay to Birdwood Committee will have rolled over your previous entry and will be in touch with all the information you need in coming months. Alternatively, keep an eye out for when entries for this year open. Numbers will be extremely limited, so be quick!

🕒 **Note Change of Date: Sunday October 16, 7:30am onwards**

📍 **Barratt Reserve, West Beach, SA 5024**

NOVEMBER

9 Power of the Past

The Power of the Past event is back, spanning Saturday and Sunday 5&6 November. The VCCSA is looking to visit on the Sunday. Casually display your classic vehicle on the oval, or park with the public in your modern car and venture in for a few hours of vintage machinery, cars, trucks, stationary engines and displays. Cruise route and details to come closer to the date.

🕒 **Sunday 6 November, 10:00am onwards**

📍 **Mount Barker Showgrounds, 14 Wellington Rd, Mount Barker SA 5251**

CLUB NOTICEBOARD

WELCOME OUR NEW MEMBERS:

The SA Club is pleased to welcome new members who have joined us over the past several months. Hope to see you all at an event soon.

Dean & Marylyn Musolino	of Inglewood	with 1966 Volvo P1800 S
Michael Man	of Marion	with 2012 Volvo XC60 T5
Matthew Topperwein	of Woodside	with 1997 Volvo S70 T5
Bruce Williamson	of Willaston	with 1989 Volvo 240 GL
Lukas & Agmeszka Chubecki	of Fulham	with 1984 Volvo 240 GL & 2014 Volvo XC90
Mark Gray	of O'Halloran Hill	with 2010 Volvo C30 T5
Christopher Harris	of Eden Hills	with 1981 Volvo 244 GL
Duane Schranz	of Goodwood	with 1986 Volvo 240 Wagon
Tony & Ardyce Hughes	of Bibaringa	with 1996 Volvo 850 & 2010 Volvo V70

MEMBERSHIP RENEWALS AND CLUB REGISTRATION INSPECTIONS & LOG BOOKS

It is that time of the year again to complete your Membership renewal as well as paperwork and annual inspections of our club vehicles participating in the South Australian Club Registration scheme.

Membership renewal forms were sent out in June. If you have not received yours, please contact our Club Secretary Craig Rasmussen to obtain another copy of your renewal form.

For those with vehicles participating the SA Club Registration scheme, the requirements are:

- Present your vehicle for viewing (our club's requirement to do annually);
- Pay your membership renewal fees no later than 30th of August;
- Present your logbook for endorsement at the completion of the AGM in July.

All of the above requirements must be met for you to be able to use your vehicle.

To assist with the first requirement, the club holds an annual Show-N-Shine day usually in June. See Events emails for further details.

This event is especially important for you if we haven't seen your vehicle at another club event in the past 12 months.

It will be of great assistance to the club registrars to keep our club records up to date and saves the hassle of organising a special trip to bring your car to be inspected at a convenient time for one of our registrars.

A non complying vehicle report is sent to Transport SA in September as per the Club's obligations under the Club Registration Scheme.

VOLVO SA CRUISE 2022

Thank you once again to our Sponsors:



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AutoPro Golden Grove

We have some spare Cruise bags and badges available for purchase, please contact a SA committee member if interested. Bags - \$35, Badges - \$25.

THE VOLVO CLUB OF SA

CRUISE 2022

WRAP UP

SA CLUB



**DAY
1**

Monday 11th April

Day one was a mid-afternoon arrival for most into Broken Hill, assembling at the Apex park for meet and greet, hand out of Cruise Registration packs and late afternoon photo opportunity in front of the Kintore Headframe.

We were joined by locals Colleen and Ross with their mint P1800. They offered to host dinner that evening at their home in the Broken hill suburbs.

It was a great barbecue and an excellent way to finish the day. Thanks Colleen and Ross.



SA CLUB





SAC CLUB

DAY 2

Tuesday 12th April

Day two started early, meeting again at the Apex park which was the starting point for all events in Broken Hill.

We headed out to the Daydream mine site for an underground tour. Halfway along the road to Silverton you turn off onto some rough and wild roads for 20 minutes to the mine site.

The Volvo's superior engineering handled the dust, dirt and corrugations with ease.

The mine itself was very interesting, and the conditions which these people laboured was hard to imagine.

We ended with late morning tea of scones and then took to the dirt again for an early afternoon drink at Silverton, before heading out to Mundi Mundi lookout for a few photos.

Mid-afternoon we regrouped for a tour at the Royal Flying Doctor Service museum

at the airport. Broken Hill is the busiest RFDS station in NSW and was used as the location for filming the TV show RFDS.

They have a range of retired and current RFDS planes you can look through as well as short radio re-enactment of a typical Flying doctor radio call from the past.

At sunset some of us headed up to the Line of Lode overlooking the town, before going to dinner in town at the Reno club.





SA CLUB





DAY 3

SAC CLUB

Wednesday 13th April

Day three was a big day of driving. We left our outback home of Broken Hill with the obligatory border stop at Coburn for photos.

A few more pitstops along the way primarily due to the major roadworks in spots on the Barrier Highway, but also for the fruit fly inspection point and quick body and car refuelling stop in Yunta, before heading to Peterborough.

We lined up in the railway station carpark, where we erected the Cruise banner for the first time and set out on foot to get a bite to eat. Coincidentally a local Volvo fanatic just happened to drop by for a chat.

Symon left the group at Peterborough to head home for a day whilst the rest of the group headed on to Quorn in the southern Flinders Ranges. Dinner was at the Austral Hotel where a few members were also residing.





DAY 4

Thursday 14th April

Gathering in front of the Historic Railway Station, our first casualty of the event - Josh and Charles' V40 was making atypical rumbling noises from the engine and they thought it wise to nurse it to Adelaide.

Condensing down to 3 cars we set off for Blinman, stopping for Coffee at Hawker and visiting Rawnsley Park Station. After a very pleasant lunch at the Blinman Pub and a stroll around the main street, we set off for Parachilna via the very scenic Gorge Road.

Once back on the bitumen at Parachilna, it was an easy cruise back down the western side of ranges to Quorn.

At dusk we attended a movie and picture presentation projected onto the side of the grain silos before wandering over to the Transcontinental Hotel for dinner.

Meanwhile down in Hahndorf, proceedings kicked off with registrations at the Resort, followed by dinner at Hahndorf Inn.





SACLUB



DAY 5

Friday 15th April

Day 5 started early (a pattern was obviously developing), with two teams headed to Bungaree Station in SA's mid-north: one group heading down from Quorn, the other heading up from Hahndorf, both meeting around 11am at the sheep station.

The station tour was led by Sal Hawker, who is part of the original family that started Bungaree. She talked about shearing, the wool industry, and her family history and certainly kept the group engaged for more than 90 minutes.

We toured some of the buildings, the homestead, shearing shed, and property's own church. Following that most headed into Clare for a bite to eat and to find their own way towards Hahndorf for the evening BBQ buffet at the Convention Centre.





**DAY
6**

Saturday 16th April

Day 6 saw us assembling at the Hahndorf base for a 9 AM departure in convoy to the Monarto Zoo.

It was already filling up at that time of the morning so there was a medium wait for entry and for a bus to take us on the tours. Some people took the bus, some walked, some did a mixture.

Around 12.30 we congregated in the carpark for photos and to head off via Murray Bridge to The Bend motorsport complex just outside Tailem Bend.

The Bend is a huge and impressive facility; no expense has been spared and it is still growing. A new dragstrip is now being built in the northwest corner of the park.

The main racing circuit can be modified to suit a variety of classes and there's a drift/carting circuit in the south-eastern corner. This session had the largest number of Cruise attendees so far.

We were served a delightful lunch, and then had a small tour of the facility. Late afternoon departure was an easy cruise back down the freeway into Hahndorf.

Alexander's mystery bus trip then saw a some set off in a beautifully restored ex-Adelaide bus. We were taken via the old road all the way to Glenelg, viewing the sights & lights of Adelaide at night.

At Glenelg we then split into a few groups where we had our meals, walked along the beachfront, ice cream, etc. then met up for another scenic journey back to Hahndorf.

Thank you to Alexander and Joseph (bus owner/driver) for organizing the tour as it was a great night.





SA CLUB

**DAY
7**

Sunday 17th April

The final day of the 2022 SA Cruise was epic. The SA club hosted a Show & Shine day at the National Motor Museum in Birdwood.

Over 50 Volkswagens attended covering nearly every model with some excellent weather, until the rain arrived around 2 PM. People were able to vote for their favourite vehicles and many photos were taken.

It was an excellent final drive event through the stunning Adelaide Hills both to the museum and back to Hahndorf afterwards. That evening was the final dinner and presentations. Dinner was a delightful affair of a 3-course meal supplied by the Adelaide Hills Convention Centre.

Ron Badcock from the SA Club was our MC for the night and kept the attendees entertained between every course.

Chris Allen (SA Club president) awarded the prizes throughout the night. There were special prizes to the kids of attendees - Jackson Boundy, Jacob and Zachary Bennett for putting up with being dragged all over the countryside by their parents.

Peter and Georgie Ellis were awarded the perpetual 'Numb Bum' trophy for most kilometres travelled to, including, and home from, the cruise.

They travelled from Wollongong NSW and participated in nearly every event.

All this in a P1800 which are notorious for not being particularly comfortable after a few hours. hilariously the Numb Bum trophy is actually very large and would not fit in their P1800 for the trip home and will catch up with them soon.

Michael Bennett was awarded the tongue-in-cheek 'Save the Wagons' award for his constant and positive advocacy for wagon bodied cars.

Heino Nowatzky, club president of the Victorian Club accepted the Jakob Award for most members of a non-hosting club in attendance.

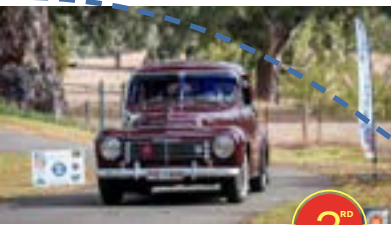
Following this were the People's Choice Show 'n Shine awards as voted earlier in the day at Birdwood.



1ST
PLACE



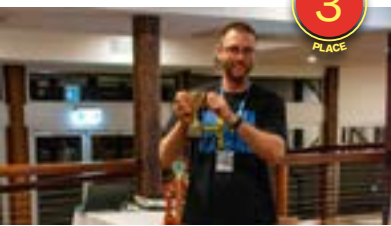
2ND
PLACE



3RD
PLACE



4TH
PLACE



SA CLUB



DAY 8

Monday 18th April

It was very close for all award winners, with only a few votes separating each winner.

Fourth place went to SA's Helen and Barry Judd with their immaculate red P1800.

Chris Allen took third place trophy for his stunning PV444.

Second place in People's Choice went to Mark and Lisa Boundy from QLD, custodians of Michael's Polestar S60 for the weekend. (You can read Lisa's excellent comprehensive daily breakdowns of the events they attended over on the I Roll Volvo group Facebook page).

First place was awarded to a well-deserved Maria Korps from SA, for her one-owner 245L van. This van has travelled the nation and has been meticulously looked after for decades.

Maria still drives the manual, non-power steer car to events and club meetings. Well done Maria!

Up early on a cold morning to get the BBQ fired up for breakfast & try some of the locally sourced food.

Fortunately, we had several rooms with verandas as the shelter was welcomed, bringing a few groups through in waves as they set off for their journey home.

Mark Icceton's V8 244 gave some of the residents a pleasant wake-up with the burble of the exhaust (we did see a few curtains pulled back to inspect the source).

The local wildlife was quite keen on coming and filling up on any scraps. Thanks again to all that pitched in to cook/ clean etc as all went off without a hitch.

Thanks everyone that came on any part of the Cruise, as it was a memorable event. We look forward to the next Nationals event in Victoria in 2024.



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QUEENSLAND VOLVO & SAAB CLUB

PRESIDENTS REPORT

Mark Boundy • President

☎ 0401 357 897

✉ president@ssvc.org.au

Hi all,

Since the last edition of Rolling, the club has received confirmation from the Department of Fair Trading – our new name is official; we are now the Queensland Volvo and Saab Club Inc.

Thanks again to all those that worked to make this happen and all of our members that voted in the affirmative.

Our new name now gives a feeling of inclusiveness to all of our members and clearly defines who we are – both physically and online.

On the 22th May, we met at BrewDogs Brewery at Murarrie, with magnificent views over the Brisbane River, specialising in craft brew beers.

After a quick walk around the brewery, we sampled a few of their award winning craft beers and then ordered dinner from their a la carte menu, with a modern cuisine featuring fresh local ingredients.

A great Sunday night out with members and their Swedish cars enjoying dinner and a chat with a craft beer or two, all brewed on site and on a school night.

Members met on the 29th May at

Murrumba downs shopping centre carpark, in preparation for the convoy to Lakeside Park Raceway for the annual Euro day, for a few spirited laps around the old international circuit.

We had a huge turnout of Volvo's and Saabs, with a number of non-member Swedish cars also joining our line-up. The day went well, with all those that participated enjoying the opportunity to put the foot down and get their beven on.

There were a few BMW drivers with ambitions that outweighed their abilities and ended up in the guardrails – good they took themselves out before taking out others.

Next, was our inaugural members meeting as the Queensland Volvo and Saab Club on the 4th June, we met at St David's Neighbourhood Centre Coopers Planes. We enjoyed fresh brewed coffee, cakes and pastries for morning tea, supplied by the club.

The committee welcomed everyone to the first meeting under our new name, then went on to speak about the progress with our website, member's board, automated membership

renewals and emails, the introduction of an automated text messages to members for events with our new mobile phone, new membership applications were proposed and seconded.

A few of us, including John and Estelle Dempster, (this was John's first event back after major surgery in April), went to the Landmark Restaurant at Sunnybank Plaza for a Yum Cha lunch – just for something different to our normal meeting program.

We have also snuck in GLT Open Day; on the 11th June, we join forces with the 1800 / 120 club for an amazing show of all things Swedish cars, with cars dating from the early sixties all the way to the 2022 all electric variant.

Sadly, Robert Bakker (1800 & 120 Club President) was not able to attend on account of being unwell but I'm sure he'll be at our next event at Warwick.

With a range of food items coming off the BBQ and an esky full of cold drinks, everyone enjoyed a perfect day of clear sky & sunshine, while taking in a carpark and street packed full of beautiful Swedish cars.



Peer has a written off car there as a parts car, a result of the recent Brisbane floods. For some additional entertainment, he blow up its steering wheel airbag – If the accident doesn't kill you, the explosion of the airbag probably will...

We were privileged to have a celebrity judge fly in for the day, Mr Michael Bennet (who likes a plane ride or two), helped out with the usual assortment of awards and a few novelty certificates too – "I like big butts and cannot lie" Best rear-end / "Like a virgin" most original purest car / "Electric Dreams" best electric etc...

Big thanks to Peer, Maida and Ryan for hosting us for the day. It was great to see Tony and Kirsty Forno back out again, after a few health scares of their own.

With formalities out of the way, we are in full swing with club meetings, events and get-togethers to admire, discuss, argue, celebrate, enjoy and of course fix our cars.

We have an exciting list of events for our calendar with something for everyone – including car shows,

motorsport, day trips, weekend trips, wineries, restaurants, cafes, and family activities for the little kids, activities for the big kids, sporting, movies, tech days.

New shirts, keyrings, new member packs and other merchandise coming available soon, see website to view samples.

Additional information for all of our regular & annual events, including club meetings will be available online and by email / text notifications. Please do your best to attend meetings and events, we value your opinion and ideas.

Also members are welcome and encouraged to contribute with our section of the magazine – from a short story about you and your car or something you've fixed or a new project or purchase, anything you have that you feel club members would be interested in please email through.

I would like to finish by saying thank you to our committee and members for their contribution to our club. The committee and I are incredible proud of the number of members attending

events, increased memberships and so much positive feedback, in response to our efforts in moving the club forward.

At the time of writing this article; John Dempster is facing more surgery in the coming weeks, the committee & I and I'm sure anyone else who knows John and Estelle wish the best for him and his family during this time and we will keep John in our prays.

In addition, Graeme Clough and John Foord, are both dealing with their own health challenges at the moment, please keep them in your thoughts also.

Also thanks to our supporters and sponsors, the rest of the Volvo community around the country and especially those that help put this magazine together.

I look forward to seeing and meeting all of our members at the coming events

Take care until next time.

Cheers,

Mark Boundy
President - 0401 357 897

CLUB NOTICEBOARD

EVENTS CALENDAR:

JULY

7
10

Historic Queensland

July 7 - 10

Morgan Park Raceway,
228 Old Stanthorpe Rd,
Morgan Park

10

Cars & Coffee

Sunday July 10,
7:30am onwards

Spokes Café,
14/15-19 Main Street,
Samford Village

10

Drive to Mt Tamborine

Saturday Sunday 22,
9:00am meet time

Depart:
BP Nerang South

24

The Great Swedish Pub Crawl - Part 3

Sundat July 24,
12:30pm onwards

Sirromet Wines,
Mt Cotton

AUGUST

6

Cars & Coffee

Saturday August 6,
6:30am onwards

Turbo Drive,
Coorparoo

6

Club Lunch

Saturday August 6,
12:30pm onwards

Slipstream Yeerongpilly

6

General Meeting

Saturday August 6

St Davids Neighbourhood
Centre, 68 Orange Grove
Road, Coopers Plain

14

Cars & Coffee

Sunday August 14,
7:30am onwards

Spokes Café,
14/15-19 Main Street,
Samford Village

14

Drive Day to The Barrell

Sunday August 14,
9:30am meet time

Depart:
BP Morayfield

WELCOME OUR NEW MEMBERS:

Wayne KEARNEY

MEMBERSHIP REPORT

Hello to all our members and welcome to the Queensland Volvo & Saab Club June membership report.

I would like welcome Wayne Kearney who has joined our club since the April report.

This brings our total membership to 123.

Most of you will have your membership renewal due at the end of June so keep an eye out for emails with renewal information.

Remember to let us know if your contact details (email, phone, address etc) have changed since joining.

You can email those changes to membership@ssvc.org.au so that we can keep your "Rolling" magazine subscription coming to you as well as keeping you informed of upcoming events and changes that may be occurring.

Keep a lookout on our new Queensland Volvo & Saab Club/s website and Facebook pages for updates on our upcoming events.

Our Volvos and Saabs are worth the effort.

Graeme Clough
Membership Secretary

SECRETARY'S REPORT

Hello members,

As mentioned in the last club meeting, the Office of Fair Trading Queensland has approved our name change.

This is the culmination of a lot of hard work by my fellow committee members, and I'd like to thank them for their effort.

The committee will now work on updating government departments; vendors and suppliers with our new name details.

This includes our financial service providers (Paypal and Westpac), Australia Post, our ISP and Insurance provider.

This may take some time to finalise, but we aim to have the ball rolling with all of our partners by September.

With the end of the financial year, it will also be the first Annual Return submitted under our new banner.

In practical terms, it doesn't mean a significant difference to the process, but it is another welcome milestone in the evolution of our club.

As reported at the last committee meeting, our current balance is \$3205

Rob Ansell
Secretary/Treasurer

HAVE YOU BEEN RECEIVING OUR E-MAILS AND TEXT MESSAGES?

The club has started using the freshly acquired mobile phone number to send out communications.

If you are not receiving the text messages, then be sure to send your name to 0435 407 872 (0435 40 QVSC) and we will update our records

If you'd prefer not to receive any communications by text, simply reply to the next message you get from the number, and we will remove you from the contact list.

We don't aim to spam you with irrelevant information!

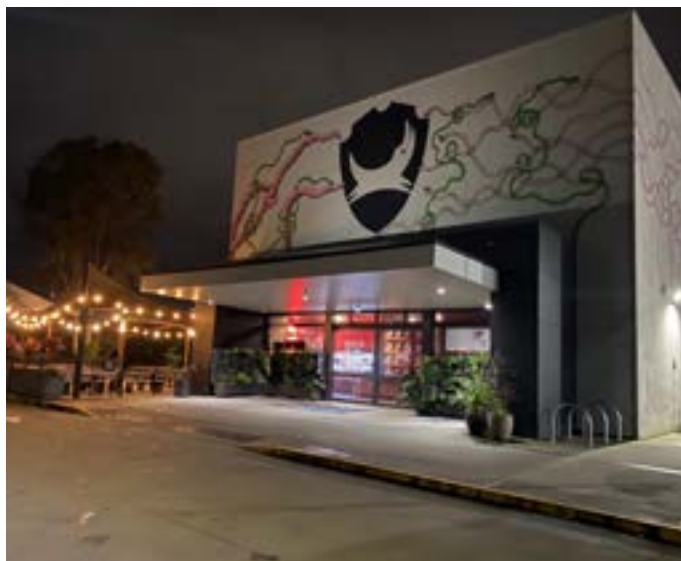
If you aren't receiving the emails the club sends out with events and club news, send an email to myself and I'll check your details or send you the link to subscribe (or to add you if you've unsubscribed).

Callum Thomson
Vice President / Design & Technology
☎ 0481 025 439
✉ callum.thomson@ssvc.org.au

OUR RECENT EVENTS

BREWDOGS AT MURARRIE | MAY 22 2022

We met at BrewDogs Brewery at Murarrie, with magnificent views over the Brisbane River, specialising in craft brew beers. Dinner and drinks out with the club and on a school night.



YUM CHA AT SUNNYBANK PLAZA | JUNE 4 2022

A few of us went to the Landmark Restaurant at Sunnybank Plaza for a Yum Cha lunch after our members meeting – just for something different to our normal meeting program.



OLD CLUB



OLD CLUB

EURO DAY AT LAKESIDE RACEWAY

MAY 29 2022

Lakeside park raceway for the annual Euro day, for a few spirited laps around the old international circuit. We had a huge turnout of Volvo's and Saabs, with a number of non-member Swedish cars also joining our line-up. The day went well, with all those that participated enjoying the opportunity to open up their cars and get their beven on.





GLT OPEN DAY

JUNE 11 2022

Swedish mechanical expert Peer, his son Ryan, and his lovely wife Maida kindly invited the Queensland Volvo & Saab Club and our good friends from the 1800-120 Club of Australia to the GLT Car Centre open day.

The temperature was perfect, with a little wood-log fire being the most popular place to be in the parking lot (we're not used to cold fronts hitting this part of Queensland!)

There were Volvos and Saabs of all decades on display with many familiar and new faces.

Peer blew up an airbag. Those things are loud... or was it the toilet block? Mark's cooking wasn't that bad, surely?

We sold out of BBQ sausages. What a sausage fest. When Mark heard we'd heard sold out of Bacon and Egg burgers, his reaction was "cluck yeah"...

(Sorry, I didn't write this part... Send all complaints to Mr. Ansell at secretary@qldvolvosaab.com.au)

A huge thanks to everyone who attended and helped on the day with an especially big pat on the back to Mark Boundy for

manning the barbecue throughout and Rob Ansell for serving the eager hungry customers while I successfully managed to get carried away in conversation with our current and prospective members.

The GLT Open Day was another great day out to meet and greet fellow enthusiasts. Congratulations to our award winners who went home with certificates and goodies.

Callum Thomson

QLD CLUB





VOLVO NATIONAL RALLY 2022

Lisa Boundy

Ok, I will admit to the purists out there we had to kind of improvise. We would dearly love to have taken Penelope or Greenie or The Unicorn or GT or Gertrude or The Red One or Vivi but we were extremely time poor.

As the Volvo SA Cruise 2022 required a 5 day time period it required serious thought and planning if we were to make it and the Volvo OH said we were going so "make it happen Missus!!"

Our Fairy God Father, Michael Bennett from VOLV OF ADELAIDE generously offered to lend us a car for the cruise so it was decided - we were going.

Thursday the 14th April dawned bright and clear as we boarded our flight to Adelaide, me complete with a Polestar blue pedicure just to get in the spirit of things, with Jackson muttering "does mum know" and Mark shushing him saying "don't spoil the surprise".

When we arrived Michael Bennet was there to pick us up and we went straight to the hallowed garage of VOLV OF ADELAIDE to pick up our ride for the weekend and the OH was just about squealing with delight when the S60 Polestar peeled to a stop in front of us.

You've probably all guessed I'm not the best car buff but even I was impressed to the throaty growl as it came around the corner! I literally had to tear the Volvo OH out of the Aladdin's treasure trove because he was truly in awe at all of the special projects going on.

I must admit I've been to Adelaide hundreds of times as a Qantas Flight Attendant but nothing came close to the beautiful town of Hahndorf. It felt like being overseas in fall, the tree lined street was magnificent and we got to spend some time immersing ourselves in the local culture.

OLD CLUB





We checked into our home for the next 5 days, the Discovery Hahndorf resort and went and introduced ourselves to the wonderful South Australian committee and crew and soon joined in the festivities with dinner at the local Inn.

Friday was another beautiful day and we started our first cruise to the amazing Bungaree Station and the Clare Valley. Adelaide is so very rich in history and the owner of Bungaree, Sally Hawker told a magnificent tale of her family's triumphs and struggles in the wool industry and how they came to open their Station to the public.

I found this tour inspiring as this kind of heritage isn't something we see in Brisbane and Mark is a huge History Buff and loved it as well. Even Jackson was amazed at the history – it's a must do if you are ever in Adelaide.

We ventured back to the resort and enjoyed a great welcome BBQ in the convention centre and we were then able to finally meet so many people that we know as Facebook friends.

Saturday was an action packed day as we ventured off to the Monaro Safari Park and I finally got to see my Meerkats.

So Cheeky, indignant, curious and vervain it was a highlight for me.

I felt like we were on the set of a movie as the giraffes ambled towards us in their graceful walk, the cheetahs were so regal and the chimpanzees were full of fun.

Again, the great work the park is doing for the conservation of these magnificent creatures is commendable. The Monarto Safari Park is a bucket list item.

Continued over...





VOLVO NATIONAL RALLY 2022 *CONTINUED*

Lisa Boundy

The next stop was "The Bend" Motorsport Park for a special behind the scene tour and a fabulous lunch.

The throbbing roar of the Porsche lapping the track added to the atmosphere and the control room which is the heart and soul of the competition arena was unbelievable.

We then had a free day and decided to join our fellow Queenslanders Rob and Tina Bakker for dinner and partook in a German Platter, Pretzels and of course we weren't leaving Hahndorf until we had tried the Strudel which was out of this world.

Easter Sunday was quickly upon us and Mark OH and Rob Bakker were up early armed with the recycling bucket a chux and chamois to polish up our borrowed Polestar and customised 240 (also on loan from Michael Bennett).

We arrived at the Birdwood National Motor Museum and it was fantastic to see the wonderful turnout of Volvos on display.

The Museum was a true time capsule and I had a very special tour guide in Dion Nowatzky who was like a walking encyclopaedia on ALL cars on display - I learnt so much thank you Dion.

That night everyone got dressed up and off we went to the Presentation Dinner at the Resort.

There were some fabulous lucky door prizes and the People's Choice award went to the well deserved 245L van owned since 1978 by Maria Korps which she still drives to all events and club meetings.

2nd place went to the Polestar and Mark Volvo OH has put the trophy in pride of place as he's so impressed with the Polestar he now wants one.

The weekend was so enjoyable and I'd like to raise a glass and toast the South

OLD CLUB





Australian Committee for putting on a thoroughly enjoyable Cruise.

I'd also like to give a big shout out to all of the sponsors VOLV OF ADELAIDE, Federation of Historic Motoring Clubs-SA Inc, Volvo Cars Australia, Shannons Insurance, POVEY MOTORS and Autopro Golden Grove because without people like you and your fine support these events wouldn't get off the ground.

Thank you to everyone that gave up their valuable time to volunteer and got the cruise 2022 back up and running after Covid knocked us all into lockdown.

What I love about the gathering was there were people of all ages all walks of life's all there with a common cause - the love of their cars and cruising around in them.

Everyone was helping each other out with mechanical tips, parts available and some hidden gems coming onto the market.

Who most impressed me on this cruise was Duncan Campbell-Wright. At 22 he is one of the most amazing young men I have ever met. His knowledge is second to none and his passion for his Volvo collection is admirable.

As we wing our way home reminiscing on what a great time we've had (Mark Volvo OH and Rob are still arguing over which of them is going to adopt Duncan) we can't wait now to see what the 2024 Rally holds in store for us in Ballarat.

PS for those that would like to know more about the Cruise I wrote a detailed diary of each day and published it in I Roll Volvo Group Australia so that those that couldn't make it still got to experience a part of it.

I hope you all enjoyed the journey.

Lisa Boundy



VOLVO 850: SC810 STEREO RESTORATION

Tom Pursiheimo

It started with factory electric aerial failure. The unit was opened, the broken plastic track was reattached to the cog, but alas, it failed again a few short months later.

Soon after while listening to a favourite Swedish supergroup tape, the song slowed right down, then flipped to the other side, before the signal dropped out, resulting in a treble squeak coming out of the speakers. A short time later, the left rear factory speaker failed.

Thoughts turned to replacing the stereo with a modern unit. Originality would be lost, and a degree in computer science would be needed just to turn the thing on.

Pressing a wrong button would need a factory reset upon returning home. And changing the tone while driving... Forget it! Not ideal these days with more and more emphasis on the perils of distracted driving...

The stereo was removed, and given to the fine artisans at Otto Instruments. They fixed it with minimal fuss.

Turned out to be paper labels jammed in the tape mechanism, broken drive gears, and leaking electrolyte from old capacitors in the output stage.

The aerial was replaced with a simple manual one from the local auto parts store, which has the advantage that it doesn't extend automatically when turning the radio on.

A fully extended aerial contributes to aerodynamic drag. Surprisingly good radio reception is enjoyed with only a small part of the aerial extended. The KISS principle at work.



The 10 watt rear door speakers were removed, and replaced with a pair of JL AUDIO C2:525X TWO-WAY 60 WATT speakers.

The original speaker bins were utilised, requiring a bit of sealant, and custom clips to hold them in place, as the Volvo speaker anchor holes weren't equidistant from each other.

The white sealant used does show a bit when the grill is reinstalled, but of course black sealant would look better (see photos).



And now for the good part.....

The stereo now sounded unreal. As good, if not better than original, especially with the new booming bass track from the rear doors. Those old Bali tapes have lasted well over the decades, and continue to produce near-perfect sound, with minimal tape hiss. Hmm, a CD player would now be icing on the cake....

The decision was made to go one better: a YATOUR DIGITAL MUSIC CHANGER YT-MO6. This great piece of kit comes with comprehensive instructions, and the relevant lead that simply connects into the back of the Volvo stereo's spare DIN socket.

The yellow power lead was spliced into the factory yellow lead from Accessories (see photo), then installed with velcro under the glovebox (see photo).



Will also accept MP3, GPS, PSP, SDHC, MMC, iPod, iPhone, SD card, and USB memory stick (issue with folders for this one), and probably even a portable CD player via the aux-in port. And, its USB port can also be used to charge electronic devices. Phew, now that was a mouthful!

An old favourite CD was "ripped" to a laptop, at minimal sample rate. Then it was transferred to a recently purchased MP3 player via one of the laptop's USB ports.

But why stop with one? An MP3 player can store over 100 CDs, so naturally a few more favourites were added.

Little time was wasted to test the new setup. Result: mind-blowing digital studio quality sound. And so easy to use especially while driving.

Mammia mia! Yes, here we certainly go, again!

Tom Pursiheimo

Volvo 1800-120 Club

Celebrating our 36th anniversary

July/Aug 2022



Saving a 1957 Duett barn find, in Oregon, USA. *Story inside*



1800-120 CLUB

1800 Trio at GLT Car Centre open day



Volvo 1800-120 Club Australia Inc.

P.O.Box 358 Margate Queensland 4019

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Membership

Joining fee\$5.00
Annual Membership\$45.00

*Download membership form from
Club website or email Secretary*

Life Members

Kevin & Margaret Greenaway
George & Vicki Minassian

PRESIDENT'S REPORT

As I write this, I do so with some apology to my editors for the delay.

For you see, sometimes life events get in the way of our little world of old cars. For me, I have been suffering a tad with "long covid" which has put a brake on some of my activities of late.

But you see, my old cars will still be there.

On many occasions over the years, I have been grateful for such a wonderful distraction. Belonging to the Volvo Clubs movement in Australia has also given me fantastic opportunity to reach out to many other people around the country whom I would have never known otherwise.

So, for you too, dear member, don't give up if we haven't seen you for a while. You will always be welcome to bring along your car to an event, or to contact me, or other committee members if you need a hand.

Recently, we enjoyed a day out at GLT Day at our ever-lovin' Peer's workshop. Unfortunately for me, the aforesaid life issues got in the way of my attendance, and I was sorry indeed about that. It is an event I look forward to each year.

As I write this, we are all contemplating our little overnight trip to Warwick coming up. I will endeavour to have a full report for next edition.

I also look forward to working with my extremely capable Events Coordinator, one Gavin Janson Esq. on future events.

Stay tuned for the rest of 2022, and I look forward to seeing you at an event soon.

Will I see you in 2024?

Until next time....Volvo for Life! ☐

Robert Bakker

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



Volvo 1800 – 120 Club Events

Date	Event Time	Location
14th August	Cars and chat from 9.30am	South Location TBA
28th August	Day in the Country From 10am	Summerson's
9th Oct	Cars and chat from 9.30am	Sea Salt and Vine Scarborough
November	Xmas Breakup and AGM	TBA
11th Dec	Cars and Chat from 9.30am	East Location TBA

This is an early Calendar of Club Events that I intend to add to. Planning and types of activities are subject to Government Health Restrictions. The Committee hopes the club can return to a full schedule of events so that we can enjoy driving our cars more often.

Gavin Janson
0408 763963
gavinjanson@yahoo.com.au

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GLT Open Day Brisbane





Giving your bumper bars a once over clean and polish now and again doesn't have to be that hard.

The S (65 onwards) and the E have rubber strips that have metal inserts that are the first to rust and disintegrate. Taking them off allows you to better polish the bumper bar and check (clean and paint if necessary) the metal inserts. You do not have to take the whole bumper off to do that. Remove only the side pieces one at a time, clean, polish and put back. Then do the other side. This way the centre bar doesn't have to come off (it can be polished while on the car) and it is a lot easier to line up the bumper bar as you go along. Hope this helps.



1972 Volvo 1800e - restoration Part 2

By Dan Hack

The tale of Erik the Viking - the restoration journey of a 1972 Volvo 1800e

Dear readers, we pick up the thread on the more recent chapters of Erik's movements..

As many will probably know, outsourcing logistics for a non-running vehicle can be challenging. Add in the Bass Strait crossing, and options were limited. Weighing up the costs and inability to take time off, we made the decision to go with Ceva. Erik made the crossing on the Spirit of Tasmania, and arrived at home in Launceston in March 2020.

From there it was time to take stock, and formulate a plan. Based on my desire to be driving, my original thinking had been to carry out a refresh of brakes, ignition, and consumables, and deal with the rest while driving. Closer scrutiny however, revealed rust in the sills, floorpan, an outrigger (with jack-point), and every corner of the body. Considering the best course of action took some time, deliberating, seeking advice, and sourcing quotes. It also necessitated a review of Erik's willingness to fire up and run on his factory Djet fuel injection system. I felt I needed to get a better overall feel for how aspirational this restoration needed to be before committing to a plan and budget.

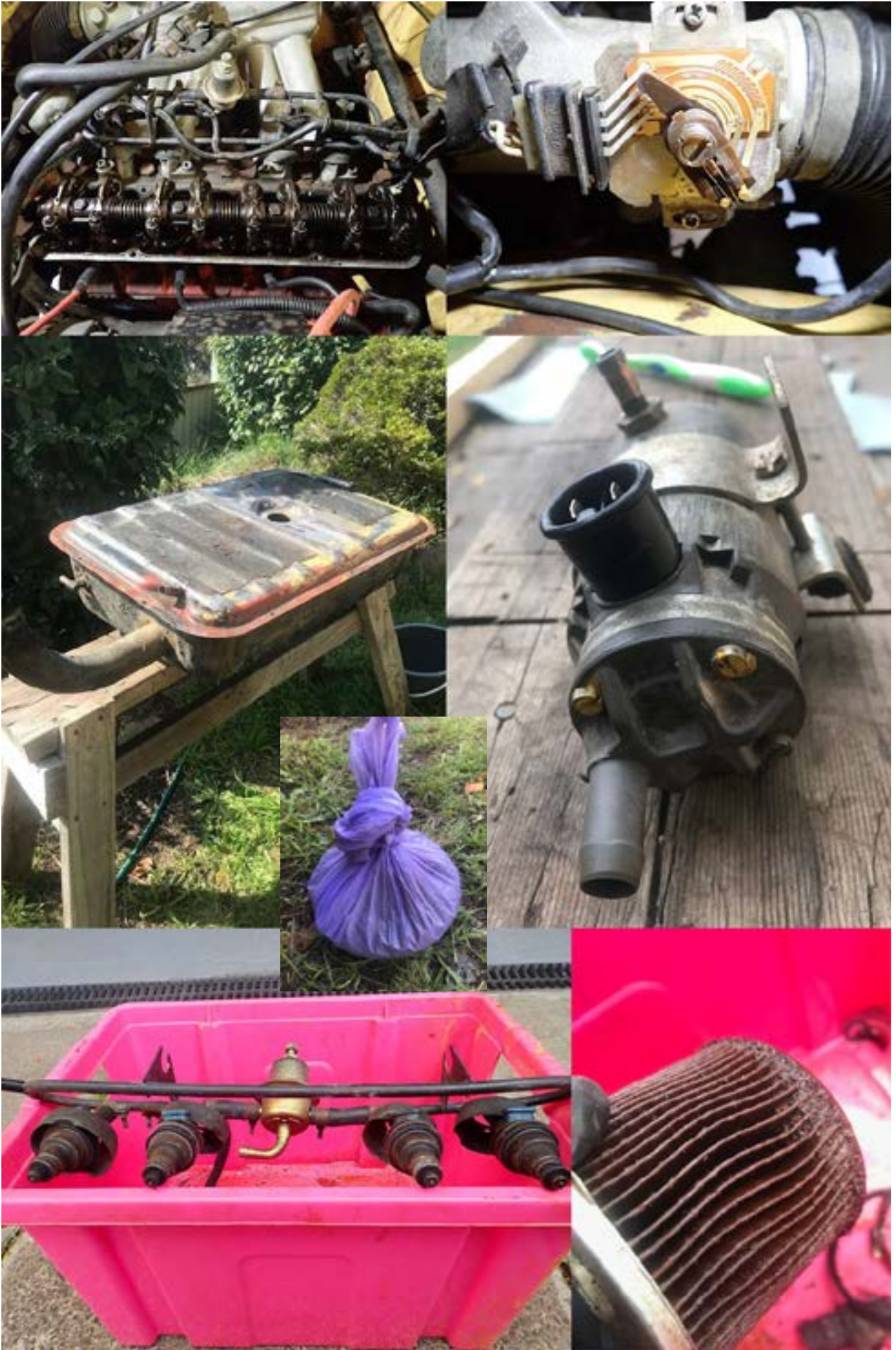
After 20 years of hibernation, I didn't dare attempt anything spark related without first starting with clean fuel and delivery, so I started from the fuel tank, and worked my way forward. The tank came out, along with modified primary and secondary fuel filtration, fuel pump, fuel rail and injectors, cold start valve, auxiliary air valve (AAV), and probably the thermal timer if I recall correctly. Needless to say anything that could be blocked, or seized was, so slow and patient persuasion was required. The tank was emptied of a few bags of solid material (luckily no surprise visits from the EPA), and enjoyed many vinegar baths (with subsequent paint & solder to temporarily patch the pinholes). Fuel filters were dispensed with, and the fuel pump took a very thorough cleaning before it could be convinced to operate. Some basic resistance checks on injectors, DIY cleaning, and a half-flat 9 volt battery (remembering that these injection triggering systems are low voltage) coaxed the injectors and cold-start valve back to life. The AAV was subjected to a very Scandinavian approach, jumping between hot baths and the freezer. Some may question my methods, but results were achieved! Some new hoses and clamps upon reassembly, and I was ready to move on to the next step.

For this, I channelled my best B20 whispering skills... several medicinal doses of acetone were spoon fed into each cylinder, old oil dumped, new oil added, and an eventual turning over of the crank by hand, yielding no resistance. I then moved on to checking and adjusting valve clearances, refreshed some ignition components, and set static timing. In just a few short weeks, I was prepared to attempt the first start in 20 years. He fired up easily and I was delighted to hear the B20 roar to life.

This was a significant cornerstone in the restoration planning, as up to this point, I was unsure of whether I'd need a replacement engine, with subsequent financial impact on the budget for the build. Reaching this point of a viable (tbc) engine, I was now able to establish what portion of funds I could commit to paint and panel.

Despite what seemed like a smooth running engine, I did continue with further diagnostics, compression and leakdown tests, and discovered a broken piston ring and worn camshaft. So an engine rebuild was in order, with costs of course, but more on that in a future instalment...in the meantime, keep rolling!

Dan



Barn Find

Story From Club Member Chris Horn in Scappoose, Oregon USA



The IPD open house and swap meet was the middle of May. There were a handful of people with 1800 and amazon stuff but not many. One guy had a poster board with photos of a Volvo Duett (1957 PV445) hidden in a barn, that was for sale. Myself and another Duett owner talked to the seller. The seller had owned the car for many years but had lost all ownership paperwork. He had no interest in filing all the paperwork to get a title for the car and left that to the next owner.

I waited a few weeks and talked to local folks and no one else was willing to travel up into the hills about 40 miles east of town, to even view the car. I set a time with the owner and took a trailer with me to view the car and if reasonable, I would bring the car home.



The car was in a wooden barn but was dry. Raccoons had been living in the car due to a rolled down window but it had very little rust for a 65 year old car. The engine was the original B14b (rare; used only one year in exported cars) and it turned over by hand. The guy said it had last been run about 40 years ago, simply being parked when he got other cars he enjoyed driving. The last tags (road tax) on the car show as being paid though 1972.

We got the car loaded on my trailer and he signed a few forms to reestablish his ownership of the car and then to sign more forms to give me ownership right for the car. We will see how long the state takes to find the record on this car, accept my forms and issue me a title for it. Most likely it will be several months before I hear back from the state.

In the mean time, it will sit as my place as I wrap up a few other projects. But I would really love to see the B14b power this unit again.

Chris Horn



There are still some undiscovered 120 Amazons out there, as Ross and Fran Stephens found out.

Story and photos Ross Stephens



It was one of those “Let’s go for a drive to Brisbane Bayside” led to a rare “barn/garage” find moments. We always loved driving down that way however strawberry/veggie farms have now been displaced by extensive housing estates. There are still a few hidden pockets of older estates backing onto special waterfront reserves (potential retirement location?)

We found ourselves driving along one of these quiet streets.

My wife “Hold on I think I saw an Amazon parked under a car port”.

“Nah you must be dreaming” “back the car up”.

Sure enough, a single headlight and a small portion of the front grill was poking out from under a tarp. Good spotting darl.

The owner and his wife were having a cuppa out in their front garden so thought this an ideal opportunity for a chat.

The conversation went along these lines.

“My wife just spotted your Amazon”

“My what?”

“Your Amazon”

“Oh you mean my old Volvo”

I had a great conversation with the owner without being too intrusive.

He said he would love to restore it one day but had no idea of costs, where to get parts or who to approach to talk about restoration.

As the story goes he purchased the car from a neighbour who transported it up from Tassie I assume around 2005 (Tassie rego sticker). He parked it in his carport and put a tarp over it where it has remained ever since (not sure how long for). The only use that it gets he told me is “the grandkids play in it”. I honestly don’t think the bonnet has been opened in 15 years as the very corroded battery was still connected.

I only looked at the front half of the car as the tarp covered the boot area and was not easy to access. It is a 1965 4 door model, after market power booster, unsure whether 140 seats were fitted or original 122 seats were recovered valour, 140 wheels/hubs mentioned on the club Facebook post.

A quick call to George with plate details and a few photos showed that it was one of those Amazons that had escaped the 120 register. Plate details showed it was originally light blue. In order to respect the privacy of the owner I passed on Peer’s details as a contact to provide advice on the best way forward. I hope that one day the owner can get it back on the road even if not with a total restoration.

By Stuart Vaughan

Volvo 1800-120 Club Australia Inc.

Peter Lindbergh was one of the greatest fashion photographers of all time and one of the most influential photographers of the last 40 years. He was known for his iconic photos of the supermodels in the '90s and more recently his intimate black and white portraits of celebrities

In August 2014 in an article from Interview™ magazine he was asked what was his favourite photographs? He replied that in 1990 he did fashion shoot for Italian Vogue™ magazine. Rather than just taking photos of women in a series of outfits, he told a story about a woman who lived in a caravan in the middle of the desert. One day she came across a crashed UFO that had an injured Martian in it. She took the Martian home where they fell in love. This type of storytelling in the fashion industry was the first of its kind and is still extremely popular today.

Several the photos in the magazine spread featured the Volvo P1800. I am not sure if the Volvo was meant to represent stylish Jet-age automobile design, or if was the type of car driven by a person down on their luck forced to live in a caravan in the desert. Either way at least the car won't be rusting anytime soon.



These photo feature actress Debbie Lee Carrington playing an alien alongside model Helena Christensen for Lindbergh's 1990 Italian Vogue ET story.



If you would like to see more of Peter Lindbergh's narrative-based fashion photography, go to his foundation's Instagram page @therealpeterlindbergh.

1800-120 CLUB

Distractions in a Melbourne Lockdown

Warren Townsend

Lockdown in Melbourne was an “interesting” time.

We had time. We had plenty of it and we all looked for things to soak up some of it - at home. Collectively we took up home renovating. We tried making sourdough - the starter part - few ever made it to the bread stage. We read books. We learned what a hard job teachers actually have and longed for the day kids were back in school. We looked for anything to help get through the next few hours, the next day, we spent hours just looking for the next distraction.

I started to read the Volvo Parts books – no I’m not totally mad, Lockdown is all the excuse I need.

I started doing work on documenting dashboard switches, those used on Volvo 1800 models and the parts books were research for this.

So I’m listing the Switches, Part Numbers, gathering pictures of the switches and wiring details for each, when I start to notice the last little digit on each of the part numbers.

665789-4	•Värmekontroll
	•Värmekontroll
	Kåpa
686695-8	Konsol
955126-8	Skruv
677292-5	Lamphållare
277706-8	Glödlampa
	Glödlampa
277701-9	•Oljetryckskontroll,
	instrumentbelvsning

At the end of each Part Number there is a dash followed by a single digit, but when people referred to the part number this digit was seldom used. Was it required or not?

After talking with a few people most thought it was not

required, some had a vague memory of it having a function but couldn’t exactly remember what that was. Great! I’ve got time, a project will help, just the diversion I need. I set about investigating.

Now it may be the case that many of you are already way ahead of me here, that you already know what that little digit is for, but that’s not going to deter me, there’s hours of Lockdown time to be wasted here, so on I go. I phoned people, I emailed, I asked around, it took a while (and that was the point) but finally I got a definitive answer.

It turns out that last little digit is actually a Checksum, or Check Digit. It is to confirm that the Part Number is correctly written. Checksums of various sorts are used in Credit Cards and lots of computer inventory list. In the end the answer to the Volvo Parts Checksum came via a US based chat list and the original source was a Volvo parts clerk from the US, via the Volvo Club UK. But the Volvo one predates largescale computer use.

There was some debate as to when it was introduced. The PV444 B14 Parts Book does not have them (possibly from 1956),



but the PV544 B16 Book does



(possibly 1958 or 62).

This is how the Checksum works...

There is a magic Volvo Number – **1 2 1 2 1 2**

To confirm that you have the Part Number correct - Multiply the first digit in your Part Number by the first digit in the magic number, the second digit by the second and so on, but skip the Check Digit.

For Part Number **683299** – 2 (it’s a Temp Sender)
6 x 1, 8 x 2, 3 x 1, 2 x 2 etc. you end up with **6 16 3 4 9 18**

This resulting number is then broken down into individual digits and each added together to get a total.

$$6+1+6+3+4+9+1+8 = 38$$

The total is then subtracted from the next number divisible by 10, in our case this would be 40. The resulting number is the Check Digit.

$$40 - 38 = 2 \quad (683299-2)$$

So now any time you might want to confirm that a Part Number has been transcribed correctly all you need do is the arithmetic to confirm that you have the check sum correct.

Simple!

Unfortunately, there is a slight problem. These Parts Books were probably transcribed by hand, albeit on a typewriter, but that allowed for the dreaded “human error”.

A light Switch in the B18 Parts Book is Part 680092-2 and in the B20 Parts Book it is Part 680092-4

whoops! At least now you can work out which book got it correct.

NEW SOUTH WALES CLUB



VOLVO CAR CLUB OF NSW

✉ 1 Arilla Rd, Pymble, NSW 2073

facebook.com/volvo-car-club-of-nsw

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Harold Pedley

Graham Bennett
Robert Hill

Malcolm Cumming

SOCIAL CALENDAR

JULY

6 **Committee Meeting**

🕒 **Wednesday July 6**

📍 **Three Swallows Hotel**, 342 Hume Hwy, Bankstown, NSW 2200

15-16 **Christmas in July**

A fun weekend in Orange.

🕒 **July 15 - 16**

AUGUST

3 **General Meeting**

Social dinner from 6.00pm, meeting starts at 7.30pm.

🕒 **Wednesday August 3**, 6:00pm onwards

📍 **Three Swallows Hotel**, 342 Hume Hwy, Bankstown, NSW 2200

14 **Shannon's Motoring Display Day 2022**

🕒 **Sunday August 14**, 8:30am - 3:00pm

📍 **Sydney Motorsport Park**, Ferrers Rd, Eastern Creek, NSW 2766

SEPTEMBER

7 **Committee Meeting**

🕒 **Wednesday September 7**

📍 **Three Swallows Hotel**, 342 Hume Hwy, Bankstown, NSW 2200

TBA **Show & Shine at Amaroo Park**

🕒 **To Be Advised**

📍 **Amaroo Park**, 233 Annangrove Road, Annangrove, NSW, 2156



VOLVO CLUB OF NSW INC
PRESIDENTIAL PATTERN

BRRRR!!!! IT'S COLD!

Mike Clarke • Club President

M 0413 313 177

E mlclarke@mail.com

As I write this, Winter has suddenly arrived with snow falls recorded in Bathurst and surrounds and the snowfields enjoying early falls. Temperatures are now down to single figures in the morning and Jack Frost plays upon the lawns and landscape.

Cold? Not really when I am driving my Volvo.

Thank God the Swedes live where they live and incorporated good heating onto the fine range of vehicles. But in my warmth my mind started to thaw and I wondered how the miracle of modern car heating (and cooling for that matter) came to be. The following is an extract from the Web on the subject which I hope you will find informative.

History of car heater inventor:

Car heater technology would never have come into realisation without the input of a great woman and inventor known as Margaret A. Wilcox. She was born in 1838 in the US city of Chicago.

Her car heater invention is still regarded as one of the most notorious experimental invention that is considered still to be most valuable. She was patented for car heater on Nov 28, 1893.

Margaret Wilcox's car heating system was created in a way that it could direct air from over the engines for warming the body of aristocratic and wealthy motorists in the 19th century.

Her invention was well received until it became somewhat of a safety concern as the temperature could not be regulated.

Developments in the car heater technology:

There have been many types of heaters used in vehicles, portable heating systems such as gas lamps and lanterns were used.

In 1933 Ford made the first in-dash heater, a small gas-fuelled boiler. At first, these gas heaters proved handy and popular but soon a new design which competed with the gas heater system relied on redirecting coolant from the engine and using that for heat.

While the first designs to do so appeared in the 1920s, it wasn't until 1930 that GM pioneered the now-standard heater core. This uses a radiator that gets hot coolant from the engine, then propels heat into the compartment using a fan.

That core principle was later used for the air-conditioning systems found in cars today.

With the move to Electric Vehicles – the heater will revert to an electric powered one – although some EV's use coolant to keep the Lithium batteries cool.

The ultimate in car heating and cooling is the introduction of electric seat heating and cooling found in modern cars today – seat heating was invented by GM engineer in the mid 1950's with the first production car being the 1966 Cadillac DeVille.

SAAB incorporated it into the 1972 SAAB 99 with Volvo following shortly after. My 1989 Volvo 760GLE certainly has them fitted – did earlier Volvo have them fitted also?

We are off for 'Winter in July' in Orange and undertaking a 'Dam Run' later in June hope to see you around.

Best regards,

Mike Clarke
Club President



CARS & COFFEE DOLLS POINT

Sunday 1st May 2022

A wonderful morning getting together with club members with around 25 cars arriving. It was great to see the SAAB Car Club joining us and we look forward to many more outings with our SAAB friends.



NSW CLUB





NATIONAL HERITAGE MOTORING DAY

Sunday 15th May 2022

National Heritage Motoring Day gave members the chance to catch up in beautiful Berry just two hours' drive from Sydney CBD. It was a great Volvo run and a wonderful opportunity to catch up with our members from the Illawarra and the Shoalhaven



PAINT FOR YOUR VEHICLE

Phil Ward

Introduction:

There are two main kinds of automotive paint, lacquers and enamels.

Lacquers dry by the evaporation of a solvent. Acrylic lacquer was the industry standard until about 1990. For example, "Duco" was a brand name of acrylic lacquer, produced by DuPont.

Enamels dry by a chemical reaction within the paint, usually hastened by the addition of a catalyst/hardener. For example, all of the current car and bike manufacturers use 2K enamels, known by the general community as "2 pack paint".

Jargon:

The jargon can be really confusing, so we need to deal with this first, to set some firm meanings and descriptions.

2K Clear Enamel is an enamel topcoat (final layer) without any colouring. It is essential over modern metallic colours (basecoats), since these are not weatherproof unless covered. Clear is essential over any basecoat, metallic or solid.

Solid Colours are any colour which is not metallic, eg white, red, yellow, etc. Solid colours can be applied as a basecoat (which will require clear over) or as a 2K solid, which will not require clear.

Metallic Colours are all basecoats, in modern usage. They are coloured paint laden with fine, uniform flakes of metal, usually aluminium. Silver is the most common metallic colour, although any metallic colour is possible, eg metallic blue, metallic green or even metallic white, black, red, yellow, etc. Clear enamel over gives the metallic colour its shine and its weather protection.

2K Solid Enamels are coloured, non-metallic enamel topcoats. Properly applied, they will have excellent gloss and durability (weather protection). They do not need clear over. It is a common misconception that you must clear over everything.

Most panel shops only keep a few basic 2K solid enamels, such as gloss black, satin black and an opaque white. Like any enamel, once the paint is mixed with hardener, the portion which is not used on the job must be discarded.

If it is put back in the tin, it will harden the whole contents, making them unusable. Therefore, panel shops do nearly all their colours as basecoats (metallic or solid) with 2K clear enamel over.

1K paints are any paint which is not designed to be used with a hardener. Most are lacquers, but there are 'air drying enamels', which can have most of the physical and chemical resistance of 2K enamels.

Safety First

2K hardener is based on cyanide, which is highly poisonous. Paint which has just been mixed to be ready to use is up to one third hardener.

The thinners which are in the unmixed paint, and which are added to the paint, are Volatile Organic Compounds, which are also quite poisonous.

When I say 'organic', I don't mean organic like hippies and mung beans. I mean organic chemistry like LPG, benzene and petrol. Don't go spraying this stuff around without the full Personal Protective Equipment.

Indeed, use of modern vehicle paint materials by unqualified people is illegal in most jurisdictions, because you can poison yourself, the neighbour's chooks, and anybody else nearby.

A Typical Paint Job

Let's say that your painted metal front mudguard needs repair. Any significant dings have been repaired, and all the rust has been cut out and replaced with fresh metal.

The guard has been test-fitted to the bike, to make sure that all is well. Let's not paint anything that isn't going to fit properly and easily. The following is the sequence that I would follow.

If there has been welding, I would grind off the bulk of the excess, then hand finish the process with files, going from coarse to fine. Apart from looking much better, paint does not stick well to edges and rough surfaces such as weld excess and spatter.

Next, I would get it sand blasted, immediately followed by painting it with etch primer and 2K primer filler.

I would suspend the guard before painting, so that I could apply some topcoat to the under surface of the guard, before the primer dries. This 'wet on wet' process produces maximum adhesion.

The next day, when the paint is dry, I would mask the undersurface, to prevent overspray, since the undersurface is already finished.



Next, I would mount the guard on a suitable stand, and give the primer a 'guide coat', a very thin, see-through coat of any contrasting colour, usually black.

Then, I would use a rubbing block and 150 grit paper to dry rub the primer. Where the guide coat remains, those areas are low, and they will need filling with plastic filler.

Once dry, the filler is dry rubbed with 40 or 80 grit paper, eventually progressing to 150, then finishing with 240. More than one cycle of filling and rubbing may be required.

Any areas where I have rubbed through the primer to expose bare metal are immediately brushed with 1K etch primer, to preclude rusting.



Once I'm happy with the shape, I'll reprime it. When that is dry, I'll guide coat it and wet rub it with 600 wet and dry paper. It is now ready for the topcoat(s).



This is the tricky part. The topcoats must be sprayed in air which is free from dust. Complete freedom from dust, on a consistent basis, is all but impossible to achieve, even in a spray booth.

After setting up on the stand, the job is washed with wax and grease remover, then dried with a lint free cloth. The booth, the job and the paint in the spray gun should be warmed to 25° to 30°C.



The 2K enamel topcoat should be applied evenly. In comparison to acrylic lacquer, 2K has a much smaller margin of error, between too dry (no shine) and too wet (runs).

It is a common misconception that you will have success with a large number of light coats of paint. Although this will be true for primers, it will not work for 2K topcoats. If you are trying to get a shine on your 4th or 5th coat, it's almost certainly going to run.

A good shine will be achieved if you've uniformly applied a final coat (probably 2nd or 3rd) which will just flow a bit, but not run.



After painting, the job will quickly dry (~2 hours) if it is baked in the booth (~55°C) for an hour. Alternately, it will dry overnight at ambient temperatures, preferably above 20°C, at which point it will be dry enough to handle.

Continued over...

PAINT FOR YOUR VEHICLE *CONTINUED*

Phil Ward

But what about my bike tank?

It's really the same process, with some extra steps, because your tank must be able to contain petrol, without leaking.

A persistent leak will lift the paint from the metal skin of the tank. That's why you should also fit a new gasket for your filler cap, before the paint job is finished. Check for leaks around your petrol taps.

There are various tank cleaning and sealing kits around. I can certainly recommend the 'POR 15' kit. It's not cheap, but it does work well if you carefully follow the instructions.

Don't Polish your Bike's Paint:

Polishing is a fine grade form of abrasion. If the 2K repaint on your bike has a reasonable shine, you are unlikely to improve it. If it does look better after polishing, that may well be because the polishing has cleaned residue off the paint, residue from the road or from fettling.

If you must polish, first thoroughly clean the paint with one of the agents listed below. To polish, always use a clean, light coloured cloth, checking the cloth for the colour and for the amount of paint coming off your tank.

You do run the risk of blurring the edges of your pinstripes, and of rubbing through the main colour on the tank. A previous owner of my Velo has done just that, to the original paint. Once it is gone, only a repaint will bring it back. \$\$\$ (Acrylic lacquer needs polishing, especially reds).

Instead of polishing the paint, you can achieve an excellent shine, and add a protective layer to your paint, by applying a quality car wax. Follow the instructions on the package, finishing by polishing the wax by hand.

Even on a car, I wouldn't suggest that owners use a polishing machine. On a bike, with its small panel areas and myriad of edges, this would be sheer folly, inviting the sudden onset of a regrettable mistake.

A good wax job will last about a year, depending on your bike's exposure to the weather. Water on the wax will form beads, in a distinctive pattern, as the water is repelled by the wax. Any muck in the water will also be repelled.

The water will gather to itself in beads. In time, the beading pattern will diminish, indicating that the waxing needs to be redone. Happy waxing !

Cleaning your Paint:

Oil, tar and other nasty deposits won't come off with car wash. Therefore, for stubborn deposits, consider a hierarchy of cleaning agents, eg, water, warm water and car wash, metho, kerosene, wax and grease remover (W&G), turps, petrol, commercial degreasers (often caustic) and thinners.

For any agent above metho, you should be protecting your skin, not to mention your eyes and your lungs. Most agents above car wash are highly flammable. Caustic agents can remove the plating from your bike, and they will damage original paint.

W&G is widely used in the paint and panel trade. It is an excellent cleaning agent, even inside your home, although it does smell. Spray or wipe on, wipe off promptly with a clean, dry cloth. W&G cleans well, but does not affect materials or dried paints, even lacquers. Available at auto shops and hardware shops.

Remember, any lacquer will dissolve in a solvent which is similar to its own thinner. Therefore, test the paint in an unobtrusive area, with the solvent on cloth, to see if the paint comes off. 2K paint should be resistant, even to thinners, but test it anyway. Thinners composition varies, especially cheap thinners, so you never quite know what you are getting. Therefore, test.

Caution with 'Protectant' Sprays:

Most of these sprays, particularly the popular one contain silicon products. They are usually used on trim and tyres. If the spray ever gets on any of your paint, the silicon will make repainting difficult or impossible.

This deleterious effect will last for years. Silicon prevents the new paint from sticking. Often, the problem is only solved by sanding off the paint that has worn the spray.

Cost and Value in a New Paint Job:

Generally, you get what you pay for. I believe that the old maxim is true. 'The quality can remain, long after the price is forgotten'. It's a false economy, to save a little money, and end up with a result which gives you no satisfaction.

If you are not happy with your last paint job, try someone else. Let him or her know that you have many cars and bikes, and that you are trying him or her out. Yes, there are some fine painters who are female.

Cheap 2K paints cost ~ \$60 per litre. All the quality paints, even in basecoat form, are over \$100 for 1L. Larger volumes cost less per litre. A very basic job on a tank, without any dings (even some new panels have dings) would be...up to \$100 for sandblasting, 100 mL of etch, 300 mL of primer and 150 mL of 2K solid enamel.

Then there's labour. Stick on stripes are good and inexpensive. Painted stripes, brushed or masked and sprayed are very good but expensive, because there is more labour in them. Of course, you'll want 2K clear over your graphics, and I would recommend that, even though it's probably not original.

I'm not looking for more work, but I am willing to chat, the next time we meet. I hope that you have found the above informative and interesting.

Phil Ward

VOCA #557

NSW Fair Trading MVT171018



P1800ES RESTORATION PART 1

Robert & Rosemary Forrest

I purchased my P1800ES in 2006, I think, and it has been in storage until Australia Day this year, when I moved it home to Castle Hill.

The car is chassis No. 0006701 made 6/73. The car ceased production in 6/73 so I think they must have had hundreds of bodies (if not 1300) built and all they had to do was assemble the cars

Interested to know if anyone else has an ES built in 6/73 and what is their chassis number.

When I purchased the car, it had recently been in the panel beaters for some rust repairs. I am grateful to the previous owner for supplying some photos with the car.

It had been owned for 20 years by Kevin Greenaway who had maintained the car in immaculate condition, converted it to a manual, added a rear sway bar, fitted some performance springs.

Unfortunately, it had a less romantic experience for the next 4-5 years.

My passion with cars is all about the driveline, the suspension and how it all works together.

Winning a best in show is No. 68 on my bucket list after No. 67 swimming the Murray River in June.

I have been building a motor to install since last year, 040 pistons, balanced crank, rods and pistons, new cam bearings, new oil pump, basically standard, head still being completed.

My first job was to raise the car so I could take the front cross member, suspension, engine and gearbox out in one piece.

I knew these cars had a front cross member weakness and just wanted to be sure.

This was the first time I have restored a car, interesting how you can do things differently.

I decided because some of the bits would not be reused, I would use my angle grinder to remove exhaust clamps, tail shaft bolts, (no points for finding the nick on the gearbox flange), and a knife to cut brake hoses to save valuable time. When you are in your 70's time is a priority.

The reason for removing the engine and cross member together was because of the well documented

history of cracking around the lower wishbone mounting points. The crack in the passenger side rear mounting point was far worse.



I have a 1970 1800E with the same damage only bigger cracks and more of them, the top of the front shock absorbers had huge star cracks.

I have had the cross member repaired and reinforced.

Ashley Yields has been very supportive and has been able to supply some hard-to-find parts.

I have started pulling the gearbox apart, one thing you quickly learn is the need for a very thorough system of record keeping ensuring the gearbox goes back together in the correct order.

More to come in the next edition of Rolling



TIP FROM THE PAST STILL RELEVANT TODAY

Ted Warner

A bit of wisdom that may be of assistance – wrote this in 2008...

Just thought this might be a tip for members who still own the greatest Volvo ever made – The 1985 Volvo 240 GL Estate.

We owned this fine piece of Swedish engineering for 22 years and put a mere 440,000 kilometers on the clock. What a great car!

Well for the third time in its life I had had to repair the rear window wiper and washer wiring that breaks inside the loom on the hinge.

This involves the removal of the RHS door hinge and exposure of the broken wiring.

Not for the feint of heart. You have to prop up the door with a suitably stable device, I use part no SVO #%&_?{*2, more commonly known as a milk crate and a short timber fence paling. It worked great.

Got the wiring fixed, turn on the wiper, -OK it works, but not the washer. Back to washer motor, remove and find it is jammed.

Now these come apart and un-jam quite easily. So motor works, but no spray at the rear.

Remove the little non-return valve and try to blow through the pipe that carries the liquid from the motor at the front of the car to the back.

It was solid. The small section from the non-return valve to the nozzle was clear and the non-return appeared to be working.

Well, SUCK, BLOW, SUCK BLOW down this tube... nothing, so did an almighty suck and got a mouthful of this bitter tasting gunge that looked like pale green congealed milk, sort of like curdled lime yoghurt. I loved it so much I did this three or four times and eventually got the tube clear.

I then cleaned the main reservoir and filled it with clean water and ran it through the tubes to the front washers as well as the rear washers but with the nozzles disconnected.

I then cleaned all the nozzles with a spray of water and a pin and put it all back together and yes you guessed it, all work fine.

So for you later model estate owners, disconnect the tube to the rear washer and give it a flush out before it gets choked.

I have always used Bars Bugs for the past 150 years (now using one of the new – more expensive high tech additives – can't remember its name?) but the minerals in the water over time probably precipitate this gunge and it stores up inside the tube.

I guess we all know to change the fluids and lubricants, now I will change the washer water as well. Lesson learned.

We now have an XC70 – foolishly let the washer fluid run out – no such good fortune with this vehicle – the front body panel has to be removed to get to the tubes emanating from the fluid reservoir – totally blocked – so after many \$\$\$\$ - fluid came out of the nozzles.

See you on the highways of life – just keep your nozzles clean!!

Ted Warner

VOLVO CARS DEALER NETWORK

For more information visit www.volvocars.com/au

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Gold Coast	179 Nerang Road, SOUTHPORT, 4215	volvocarsgoldcoast.com.au	07 5610 1690
Springwood	3469 Pacific Highway, SLACKS CREEK, 4127	volvocarsspringwood.com.au	07 3177 3606
Sunshine Coast	15 Wises Road, MAROOCHYDORE, 4558	volvocarssc.com.au	07 5343 7086
Townsville	54 Duckworth Street, GARBUTT, 4814	volvocarstownsville.com.au	07 4422 0807

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New South Wales

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Central West	32-38 Bathurst Road, ORANGE, 2800	volvocarscentralwest.com.au	02 6301 9171
Five Dock	155 Parramatta Road, FIVE DOCK, 2046	volvocarsfivedock.com.au	02 8999 5118
Lindfield	283 Pacific Highway, LINDFIELD, 2070	volvocarslindfield.com.au	02 8999 5090
Liverpool	13 Hume Highway, WARWICK FARM, 2170	volvocarsliverpool.com.au	02 8999 5144
Mosman	576 Military Road, MOSMAN, 2088	volvocarsmosman.com.au	02 8999 4396
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Parramatta	21 Church Street, PARRAMATTA, 2150	volvocarsparramatta.com.au	02 8999 4397
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Rushcutters Bay	4 Neild Avenue, DARLINHURST, 2010	volvocarsrushcuttersbay.com.au	02 8999 8590
Southern Highlands	239-245 Argyle Street, MOSS VALE, 2577	volvocarssouthernhighlands.com.au	02 4899 7015
Sutherland	499 Princes Highway, KIRRAWEE, 2232	volvocarssutherland.com.au	02 8559 0706
Tamworth	210 Marius Street, TAMWORTH	volvocarstamworth.com.au	02 6782 0103

Tasmania

Hobart	121 Argyle Street, HOBART, 7000	volvocarshobart.com.au	03 6111 0890
Launceston	260-264 York Street, LAUNCESTON, 7250	volvocarslaunceston.com.au	03 6779 1566

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