

ROLLING

AUSTRALIA

No. 189

March/April 2010



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



1800/120 CLUB AUSTRALIA





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Volvo 1995 440GL 5 DOOR HATCH Trans 4 SP AUTO Km 200,012, colour silver metallic with grey / black sports velour. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, 12 months Vic rego, RWC, fully detailed, fully serviced, safety check. Rego BB26JW **Price: \$5,750 DRIVE AWAY**



Volvo 2000 V40T SE 5 DOOR WAGON: Trans 4 SP AUTO, Km 15,0241, colour silver metallic with black leather. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego TK0088 **Price: \$12,990 DRIVE AWAY**



Volvo 1993 440GL 5 DOOR HATCH Trans 4 SP AUTO, colour forest green metallic with grey / black velour, Km 198,487. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, long Vic rego, RWC, fully detailed, fully serviced, safety check. Rego PFN213 **Price: \$4,990 DRIVE AWAY**



Volvo 2004 V70 R AWD Custom 5 DOOR WAGON: Trans 5 SP AUTO GEARTRONIC, colour sapphire black metallic with soft sports R-line leather in beige, Km 45,009. Comes with 5 year unlimited KM AWN warranty and 3 years roadside assist, 1 YEAR of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego SOK001 **Price: \$43,888 DRIVE AWAY**



Volvo 1995 850 10V SE 7 SEAT 5 DOOR WAGON: Trans 4 SP AUTOMATIC, colour solid white, with oak/arena leather, Km 205,485. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego AR74LI **Price: \$6,490 DRIVE AWAY**



Volvo 1990 740GL 7 SEAT 5 DOOR WAGON: Trans 4 SP AUTOMATIC, colour titanium metallic with grey cloth, Km 227,841. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego UPQ089 **Price: \$3,990 + on roads**

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For more info on these cars visit www.vsvcarsales.com.au, email us at cars@vsv.com.au or call Peter on 0418 188 807 LMCT9492

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ROLLING AUSTRALIA

March/April 2010, Issue No. 189

THE MAGAZINE FOR THE VOLVO CLUBS OF VICTORIA, QUEENSLAND, NEW SOUTH WALES, SOUTH AUSTRALIA (INCORPORATING WESTERN AUSTRALIA), & THE VOLVO 1800/120 CLUB OF AUSTRALIA

MARKETING & CORPORATE ADVERTISING

CONTACT THE EDITOR
for standard ad rates & other ideas

DEADLINE FOR SUBMISSIONS

Next edition deadline is
10th April 2010

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*From next edition, NSW ads will be incorporated in the standard Classifieds at the back of *Rolling*

Coming up in Future Editions:

- Dutch Volvo Happening 2009 Report
- MTE S60RS Story and MTE Australia Visit
- More Volvo *Imagineering*
- Dion's Story: Part 3
- Tech Tips From the Classic Workbench
- Adding Cruise Control to your P1800
- Andrew White's Targa Diary & 122 Build
- Peter Soko's C30 Road Test

ON THE FRONT COVER: The new Volvo S60 is coming, and it's a beauty both inside and out. See more photos on the Volvo Cars web site.

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Volvo Club of Victoria Events Calendar

For the latest event information, check out the Club's web site at www.volvovic.org.au. Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8:00PM at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6. Unless specifically stated otherwise, all events below are open to Victorian CH-plated vehicles.

MARCH 3rd (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

MARCH 14th (Sunday)

Picnic at Yan Yean Reservoir (from 11:30AM-4PM). Bring a picnic lunch. Come along and meet and chat and show off the cars. The picnic area is at end of Reservoir Rd., to the east of Plenty Rd. (Donnybrook Rd. also feeds straight into Reservoir Rd). Those thinking of attending can ring Walter or Sandra Gowans on 9333-1585.

APRIL 7th (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

MAY 5th (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

MAY 16th (Sunday)

National Motoring Heritage Day. The club would like to organise a day out to get our classic cars on the road. More info to follow (watch the web site or contact Heino Nowatzky 0425-705-045). We're currently looking at doing a drive on the west side of town, possibly down to Geelong.

JUNE 2nd (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

JULY 7th (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

AUGUST 4th (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

SEPTEMBER 1st (Wednesday)

8:00PM Night Meeting. Guest

Speaker from MTE Sweden about performance tuning of your Volvo. To be confirmed (contact Mark Richardson - VP Tuning - 0403 814 545 for details.)

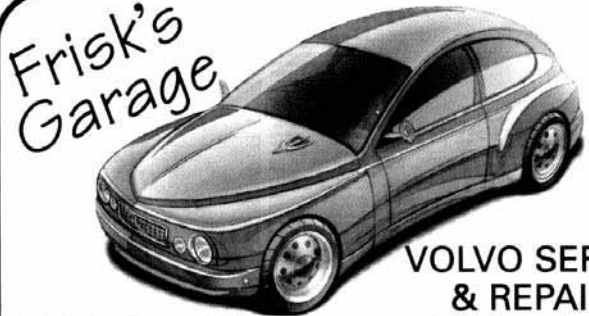
SEPTEMBER 4th (Saturday)

Open day: VP Tuning with MTE.

For this day we would like to hear well in advance from any Volvo turbo & Ford XR5 drivers who are interested in doing an ECU tune by the man himself. This way we can make a schedule and be sure to fit everyone in. We hope to be able to offer a very good deal for ECUs done on the day. (Of course we will need some good backing from all our Volvo drivers/clubs to make this event to happen) Details to be confirmed (contact Mark Richardson - VP Tuning - 0403 814 545 for info.)

Magazine printed by club member
Rick Robey @ Fairkote:





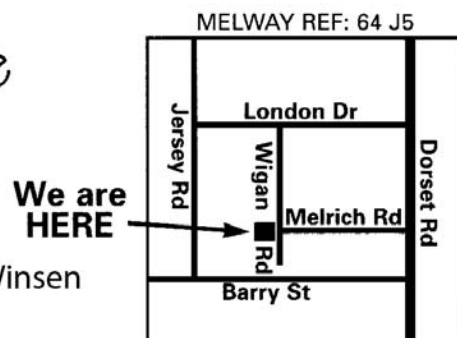
Frisk's Garage

VOLVO SERVICE & REPAIRS
4 Wigan Road,
Bayswater 3153

PH: 9762 9353
FAX: 9761 1593



Michael Van Winsen
Owner



COVER PHOTOS,

stories, Birth Notices:

Reminder to all club members - we're always looking for good stories and photos from members about their cars.

For the front cover, a vertical orientation is preferred (these type of photos are hard to come by, so get your camera out and be creative!) Also, if you recently acquired, adopted or are sheltering a Volvo, send a pic and a few words about it for the Birth Notices section.

Email or post to the Editor
(Details on Page 1.)

President's Report

Now Hear This: *Busy Year*

HEINO NOWATZKY
p: 0425-705-045
e: hnowatzky@ozemail.com.au

We have been busy, very busy over the last two months. With daughter Tina's upcoming wedding to Ben (our webmaster); and my parents staying with us (down from sunny Far North Queensland until after the wedding); and work and club activities; well you get the picture. I did something the other day, which may or maybe not a good thing. I purchased another Volvo 240 on ebay. I was hoping that someone would outbid me but I ended up with it. Suddenly I have become the proud owner of a 240 'stretch limo'. It needs a fair bit of work but I hope to have it back on the road by the end of the year.

Greg has been on to me to get this report in or else my space will be filled with jokes (may be better reading?) I would like to welcome the NSW Club members to this magazine. We have truly come of age with a National Magazine featuring all the Volvo Clubs of Australia. We hope you enjoy the magazine. Please spare a thought for Greg Sievert, our Editor, who does all the hard work and has to keep chasing us for our articles on time. *[I have to chase SOME people more than others! Ed]*

There have been many club events over the last two months with many featured in this magazine.

We attended the annual Picnic at Hanging Rock event (our ninth) and this time my parents joined us. This was the first event that they have attended in a classic car and they thoroughly enjoyed themselves. Dad spent the day pointing out cars that he had either owned or built (spending time at Chrysler and Holden respectively). Driving up and back was like stepping back in time with mainly sixties and seventies model cars on the road. We have also conducted our annual 'show and shine' at the Classic Car Show but this will be featured next magazine. The weather was cool but we still managed over thirty cars, a great attendance and a great day.

Any of our Tasmanian members keep an eye out for our black V70T6, as we will be in your fair State for Tina's wedding later in March. I hear Tassie roads will suit the big



turbo All Wheel Drive.

The Victorian club has a number of drive days planned so keep an eye on the web page and magazine. I look forward to seeing many of you over the coming year.

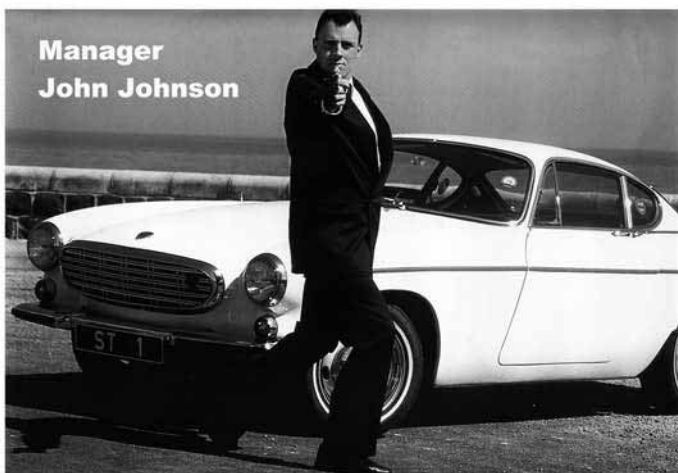
Until next time,
Heino Nowatzky
President, Volvo Club of Victoria



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PHONE (03) 9553-1091



The Editor's Desk:

Big Welcome to the NSW Club!

GREG SIEVERT

p: 03-9397-5976

e: greg.sievert@gmail.com

Welcome to the March/April edition of Rolling Australia. This edition is the first to feature content from the Volvo Club of NSW, making our magazine even more widely distributed amongst Volvo lovers in Australia. It is with great pleasure that we welcome the NSW club into our magazine, and we look forward to the added diversity that the new content will bring to Rolling. A big THANK YOU to the NSW club editor, Julie Williams, for a nicely laid-out section. Along with George Minassian's great work on the 1800/120 club section, it looks like I need to get inspired to do something with the remainder of the magazine's format! While I adjust to the added content over the next few magazines, please bear with me if you submitted a story or pictures and don't see it right away. I already have quite a backlog of material, so be looking for some great stuff in the next editions. Depending on the volume of material, we may increase the page count of the magazine going forward, which we will have to do carefully to avoid a large increase in postage costs.

I don't think I wrote much about the automotive industry in the January edition, so I'll give a brief update now. As you probably have seen, the sale of GM's Saab division to Koenigsegg fell through last year, but Saab has been rescued by Dutch supercar maker Spyker. The new company - Saab Spyker LLC - should prove to be an interesting combination. Spyker has ambitions of making Saab into a more sporty, luxurious car with overarching environmental credentials. On the flip side, the GM sale of Hummer to

a Chinese company, which seemed to be progressing well, has just fallen through, so Hummer will be wound down. RIP!

China car sales are booming, which bodes well for Geely (the company buying Volvo from Ford). Geely is one of the top ten carmakers in China, and with sales going off the charts (up over 100% in 2009), it should mean they have plenty of money to pump into Volvo to ensure a sustainable business plan and updated product offerings in the future. There is also talk that Geely will expand the capacity for manufacturing Volvo cars in China to feed that market, although production and engineering facilities in Sweden and Europe should remain intact (Geely stating that they have no intention of radical changes at Volvo). Time will tell what happens with the deal - it has not been finalised as I write this.

The other big news is Toyota, whose reputation for quality seems to have tarnished somewhat, with a number of recent recalls for alleged safety defects. The first recall relates to the design and placement of the accelerator pedal relative to the floor, and the ability for floor mats to become wedged under the pedal, causing it to jam in the "accelerate" position. The second series of recalls also relates to the pedal assembly, which can become stiff and/or jam due to internal friction in the mechanism. The whole situation isn't dissimilar to the Audi "unintended acceleration" fiasco of the late 1980's. Needless to say, the other carmakers are hoping they can benefit from Toyota's misfortune and pick up some much-needed sales.

In the USA, sales seem to be picking up a bit for Ford and GM, but Chrysler (now owned by Fiat - which isn't going to help Chrysler's pathetic quality perception one bit in the eyes of most Americans) is still in the dumper. Here in Australia, sales are on the uptick, but much of last year was bolstered by government stimulus for businesses, so it remains to be seen whether the momentum of January can carry on for the



foreseeable future. Volvo looks to have a home run on its hands with the new S60 (see front cover photo), and we will also be getting the freshened C30 and C70 with additional models this year (when can I buy my C30 DRIVE? Oh, I forgot I have to endure with the 240 for another 10 years until the C30s become

cheap used cars!)

Speaking of the 240, I'm happy to say that I have successfully addressed most (if not all) the suspension clunks and bumps. The big ones seemed to be the steering rack (replaced) and loose gland nuts on the front strut inserts (BOTH of which have now been tightened!) I also revised the rear tailpipe mounting as it had too much side-to-side free play and was banging against the body. Now it's time to attack those niggling door panel squeaks, which John Johnson said were the bane of his existence as at Volvo mechanic when the 240s were still being sold as new cars.

Thanks again to all the contributors to this edition of Rolling Australia, and if there's anything I can to improve the magazine, let me know and I'll work on it!

Regards,

A handwritten signature in black ink, appearing to read 'Greg Sievert'.

Greg Sievert

Editor, Rolling Australia

Phone: 03-9397-5976 (AH)

Email: greg.sievert@gmail.com

WELCOME NEW MEMBERS!

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

Michael Walsh (144)

John & Helen Carruthers (3x 242GTs)

Sylvester Finbarr Nagle (244DL)

Brendan Collum (3x 240 sedans)

As of February 2010, the club has 180 members, with 10 having outstanding membership payments due. Remember, if you have a car on Victorian club (CH) plates, it's



important to keep your membership current.

If you have any questions about your club membership status, please contact the membership secretary, Greg Sievert on 9397-5976 or email greg.sievert@gmail.com.

TREASURER'S REPORT

ADRIAN BEAVIS
0402-203-437 (AH)

As at February 12th the account balance was \$2756.65. The following is a summary of the club's financial transactions from December 1st, 2009 until to February 12th, 2010. I have included the transactions arising from the February night meeting because I have processed them, but the bank balance does not reflect these because I had not done the banking when preparing this report. (I will be banking \$462 later today so you can do the mental arithmetic if you wish ...)

Income:

Membership dues	\$2100.00
Donations	\$132.90*
Magazine contributions from interstate clubs	\$1802.17
Total income:	\$4035.00

*Includes a donation of \$50 from Volvo Adventures

Expenses:

Bank account fees	\$40.00
Magazine production	\$2785.00
Postage and related for Rolling magazine	\$744.04
Reimbursed expenses**	\$261.25
Christmas dinner	\$186.50
Annual statement to Consumer Affairs	\$40.90
Prof. fees (Audit)	\$308.00
Returned cheque	\$20.00
Total expenses:	\$4385.69
Net income:	-\$350.62

**Includes nibbles etc. for the BBQ at the Voldat BBQ, and night meetings.

Adjacent is a graph showing the balance held at the bank for the first of each month, starting in January 2007 up until this month. It is meant to give you a sense of how the club is travelling compared with previous years. To try and keep the picture easy to read I have reduced the amount of ink for the years 2007-09, but left enough to compare with last year. We seem to be about where we have been in previous years, so travelling well.

The club has to submit the Auditor's report to Consumer Affairs

each year. This has been done. The Auditors report, a detailed and long document, is available to anyone who wishes to read it by contacting me and I will post out a copy to you. Alternatively you can have a look at the night meetings, as I will be bringing the report to each one for the next few months. In summary, the Auditor's report finds that the club had income of \$12,768 and expenditure of \$11,936, giving an operating profit before income tax of \$832 for the financial year 2008-09. This compares with 2007-8, when the club had income of \$10,167 and expenditure of \$9,753, giving an operating profit before income tax of \$414. To reassure you – if you feel you need it – below is a quote from the report, which represents the key finding of the audit:

"In my opinion, the financial report presents fairly in accordance with it's [sic] determined accounting policies the financial position of the Volvo Club of Victoria Inc as at 30 June 2009 and the results of its operations and its cash flows for the year then ended."

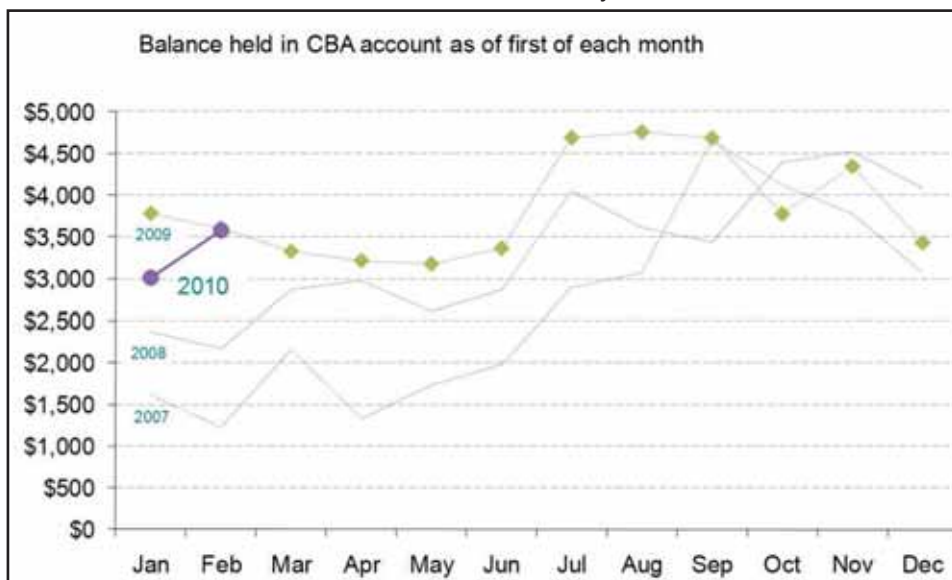
If you have any questions, please let me know and I will try to answer them. No further financial news, but I have to mention the emergence of my 262C into the bright sunshine, after sitting in the gloom of a panel shop for the last few years. It glinted briefly before ignominiously boarding a tow truck to retire into the dark corners of a workshop to get its roadworthy. Will it be ready for the big day out at Flemington? The word is, at the time of writing, probably not.
Adrian

BIRTH NOTICES: Congratulations! It's a VOLVO!?!

Maybe it's triplets? What do you call a 240 limo with the front half being a 240 sedan and the rear half being a 242? 2442? Who knows, but Heino has rescued it from the eBay Adoption Service and will hope to bring it back to its former glory (if a truck can be found to get it back down to Melbourne!)



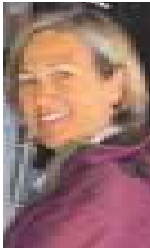
With all the interesting and unique Volvos in the club, maybe we could start a museum someday (remember Robert Bakker's story a few magazines back - what Volvo would you put in a museum?) Well, we just need a rich benefactor to donate a huge warehouse building with perpetual running costs, and I think we could make this dream into a reality.



Volvo Car Club of NSW Inc.

President's Message

I would like to start by thanking the Victorian Car Club for allowing us to join in their publication of Rolling Magazine. This is a historic moment for our car club, and this is the first time that our state banners have all been combined in one publication. I think this is a huge step forward and it will benefit the Volvo Car Club unit as a whole.



Our members always enjoyed reading the Rolling Magazine, so the committee decided it would be a great move to join all the other clubs in Australia. We feel very honoured to have been accepted into this publication, and we realise how much hard work goes into producing such an informative and great magazine.

Unfortunately, our most popular event of the year turned out to be a wash-out with our Show & Shine being postponed due to the rainy weather we had in Sydney the last week. Some of our members found their way down there and were greeted by Ted Warner with the sad news that the event was postponed. This event has become probably our most popular event on our annual calendar.

The committee have been busy organising more social events for the rest of the year so hopefully we will see you all there and of course we will welcome any interstate members to join us at any of our events.

I would like to congratulate Laura (nee Thompson) & Chris Monro for the recent birth of baby Oliver, making Terry and Sharon Thompson grandparents for the first time.

I would like to take this opportunity to wish you all a Safe & Happy Easter holiday. **Take Care Dolly Diaz**

Monthly General Meetings

Ashfield Bowling Club
Cnr Orpington Street & Parramatta Road
Ashfield

8pm on the first Wednesday of each month
Next General Meetings
3rd March 2010 & 7th April 2010
Social Dinner – From 6.30pm

**IF YOU HAVE PROBLEMS FINDING YOUR WAY CALL.
JULES ON 0409 161 357.
Apologies**

If for any reason you are unable to attend a General Meeting please forward all apologies to the committee or via email to: volvocarclubnsw@VolvoEmail.com

Attendance at General Meetings earns three points towards the club championship. Apologies received will be given one point.

**IF YOU HAVE ANY QUERIES PLEASE DON'T
HESITATE TO RING JULIE ON 0409 161 357**

Committee 2010

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**Please, if you are emailing photos send them as
hi-resolution jpeg files**

**Affiliate of the
Council of Motor Clubs**



Important Notices

Our Vice President, Terry Thompson is a first-time Grandpa. Oliver Keith Monro, born Sunday 7th February, 9:19pm. 3.6 kg and 53cm long. Mum & son doing well. Congratulations everyone !!

**Please check the website for up-to-date information
regarding events.**

www.volvocarclubnsw.com

Social Events

From the Desk of John Grist Social CO-ordinator

On the "drawing board" I am organising for my other club, Thornleigh Car Club, with invitation to Volvo Car Club and Mercedes Car Club members, an economy navigation run to be held probably on Western Suburbs and Blue Mountains roads, for approximately 3 hours ending at a luncheon venue. Entry will be by lodgement of form prior the event with no entries being taken on the day. Indicative date being Sunday 2nd May next. More in next magazine.

Suggested events using our cars could be planned for:

- Breakfast run—to be announced.
- July 2010 – Christmas in July – venue to be determined. Any ideas???
- Annual run to a Southern Highlands pub
- Sunday 16th May. National Motoring Heritage Day run, with a country luncheon -
I will need a member to arrange this event as it conflicts with my Supersprint event at Eastern Creek.
- Weekend away at Shoalhaven Jazz Festival with dinner dance on Friday night.

Please note these forthcoming events. You will be given more details about these events as they come to hand, either via the magazine or the website. If you have any suggestions for future events or changes to the abovementioned events, please contact me at newcourt2@yahoo.com.au or mobile 0412 640 340

The Editor's Bit



Well, here we are, at last !! Part of what is now truly the national magazine of Volvo car clubs.

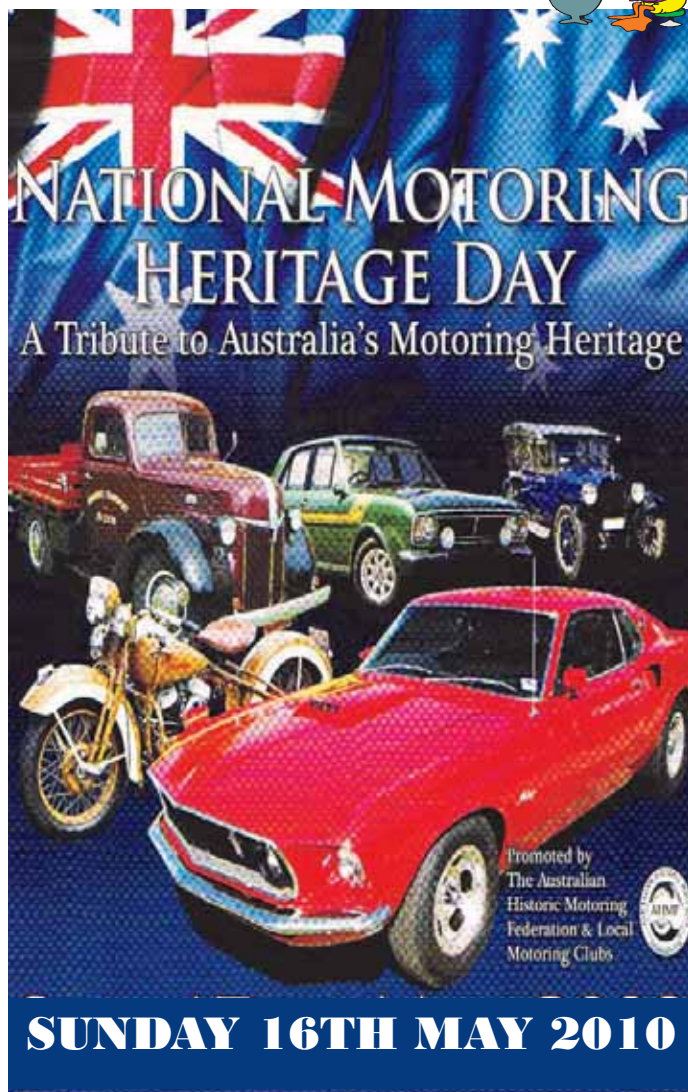
We have been debating for some time whether to forgo our own magazine and become part of Rolling magazine, which is beautifully produced by the Victorian club. We are the last state to come on board. I'm sure it will prove to be a good move for us. Of course we won't have the same number of pages as we have had in the past, but we will still be able to put together a more compact, but still informative newsletter, with the added advantage of the input of other Volvo clubs around the nation. As well, our news and events will be broadcast to ALL Volvo club members across Australia. It may be that we will see some of our interstate friends joining us for events, and vice versa.

In the past we have only received one copy of the Rolling magazine, which has done the rounds at our monthly meetings. Now EVERY member of the club will receive a copy of this great magazine. We are excited about the prospect of becoming a part of the "big picture". Your feedback on the move is most welcome and I look forward to hearing from you.

Our Show 'N' Shine in February was a washout....yet again! Perhaps we need to look at a drier month of the year. More to come on that one. It will require some discussion between the Committee and members. We'll keep you informed.

Don't forget to check the website at regular intervals to keep up with news and events. Dolly is in the process of updating the website as we go to press.

Keep rollin'. **Jules**





Council of Motor Clubs Calendar of Major Events 2010

2010	Event	Venue
13 MARCH	TEA GARDENS HAWKS NEST MOTORFEST 2010	HAWKS NEST OVAL
2, 3 & 4 APRIL	FoSC EASTER BATHURST CLASSIC RACING	MOUNT PANORAMA - BATHURST
2 - 5 APRIL	LEYLAND P76 NATIONAL MEETING	MOTTO FARM MOTEL, RAYMOND TERRACE
7 APRIL	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
1 & 2 MAY	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
16 MAY	NATIONAL MOTORING HERITAGE DAY	VARIOUS LOCATIONS
9 JUNE	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
24 JULY	ALL FORD SWAP & DISPLAY DAY	EASTERN CREEK RACEWAY
25 JULY	ALL FORD FAMILY DAY	EASTERN CREEK RACEWAY
6, 7 & 8 AUGUST	FoSC WINTER INVITATION	WAKEFIELD PARK - GOULBURN
11 AUGUST	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
21 & 22 AUGUST	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
29 AUGUST	ALL BRITISH DAY	KINGS SCHOOL NORTH PARRAMATTA
4 & 5 SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK RACEWAY
19 SEPTEMBER	BMC LEYLAND AUSTRALIAN HERITAGE GROUP REUNION	RYDE EASTWOOD LEAGUES CLUB
1 TO 4 OCTOBER	CAMS CARNIVAL	EUCHCA / MOAMA
6 OCTOBER	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
27 & 28 NOVEMBER	HSRCA TASMAN REVIVAL HISTORIC RACING	EASTERN CREEK RACEWAY
8 DECEMBER	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN

2010 Invitation Motor Sport Events



Fiat Car Club Motorkhanas - 2010



Motorkhana Dates for 2010

March 21st	R1 motorkhana
May 22nd sat	R2 motorkhana
	Day \ night \ camp night for all interested
June 20th	R3 motorkhana
August 15th	R4 motorkhan a
September 12th	R5 motorkhana
October 17th	R6 motorkhana

**Motorkhanas are held at
Ansell Park,
Cnr Richmond Rd and Percival Street,
Richmond (across from Richmond RAAF
Base)
Access is from Percival Street**

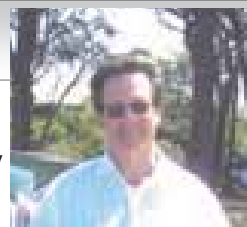
We need Volvo Car Club members to come out in force this year for the Motorkhanas. We have a great venue; the event is very well run; there's a sausage sizzle for lunch at a very minimal cost, or you can bring your own, as you choose. You don't have to have a Junior in the family to come out and enjoy the day. The grown-up kids have a good time as well. **See you there** **Jules**

Events Report The Show 'N' Shine

Yep - you bet - there were several members who turned up on Sunday - of course it did not rain there, other than a few drops - then around 3 the Sun came out. But the grounds were very wet and in a poor state - the council could not get in and mow- there were fallen tree branches and a very deep puddle of muddy water right across the entrance gate.

But Nick Kympton and son arrived, Boyd and wife, Loris Masarotto and 2 children, John and Pat in the new BMW, Kev and Hettie Elliott—then Russ Arnold in his 1800 followed by daughter Alison and wife Judith in a new C30 - I was there but not officially as I said to Jan - there won't be too many silly enough to turn up today ! Well we all managed to yabber on until 3.00 when it did start to rain - very briefly then the Sun came out ! Altogether not a total loss. We're looking at another date for the real Show 'N' Shine. **Ted**

Ted's Tips



Dear fellow Volvophiles –

I am extremely pleased to be a part of **Rolling Magazine**. For many years now I have eagerly awaited the arrival of your fantastic magazine and now sensibly am a part of it. Who am I?

Well I bought my first 122S, a 1963 model in 1970 and traded it 16 months later on a 1968 122S that we still own. I was 21 at the time and am now 61.

My contribution is titled Ted's Tips – which is not confined to 120s – as along the intervening 40 years we (with my wonderful wife Jan) have owned several other Volvos – a 121 Estate, a few 240 estates and a 240 sedan.

My Dad was a machinist fitter and turner and worked with LW Parry in Arncliffe

most of his working life, so cars and car repairs were part of our lives and he taught me a lot. I have a Science Degree in Biochemistry – fat lot of good that is if you want to change a set of points.

We all have a common interest in things Volvo and given the profile we Volvo drivers have we all need a good sense of humour – that which I am accused of possessing also. So my writings contain seriousness, sound advice and humour,.

We will all benefit from sharing our experience and knowledge – and get to know more about our interstate Volvo brothers and sisters.

I am occasionally moved to write poetry – and so as we launch out on this new phase of our Club and to expose the new readership to my creative side I will reproduce one of these for you. (PS – my car is a girl car ?????? !!!!!)

“ODE TO THE 122” or “There’s life in the old girl yet “

We love our Volvo 122
We’ve had her for oh so long
She’s carried us 500,000 kilometres plus
With rarely its foot put wrong.
It’s never failed to start on command
Or stop when having to do
We’ve always felt safe and secure
and very comfortable too.
Despite the sometimes high level of sound
when she is rocketing along.
At 80 miles per hour, that is 130 ks plus
she’s just getting into full song.
Now in her 42th car year
She still looks shiny and new
Attracting many admiring compliments but always the question,
Is that really a VOLVO?



Ted's views expressed in this column are not necessarily the views of the club or this magazine.

Letters to the Editor

We really enjoyed the Volvo Christmas party for two reasons, the company was great as always, and we made a sale on our 960 Volvo! Hal Woodward was very interested in it and took it for a test drive that night.

Then he had it for a few hours during the next week and took it to his mechanic. Consequently he bought it!

The 960 is the best car we have ever owned and it was nice to sell it to another Volvo enthusiast.

John & Trish Bye



Volvo Driver Profile Questionnaire




The Volvo Car Club of NSW would love to have clubs members from anywhere in Australia fill in the questionnaire and send it in....I can't think of a better way for us to get to know each other.

You don't have to answer truthfully.....please, feel free to have some fun with it, but keep it clean okay! This is, after all a family magazine ! Looking forward to reading some of the answers.

Here is a sample profile below. Guess who..... **Jules**

My name is	I'm	years old (Optional)
My current Volvo is:		
When I joined VCC.		
Why I joined VCC...		
Cars I have owned...		
My best Volvo moment		
My worst Volvo moment		
Most fun I've had in my Volvo		
My most embarrassing moment in my Volvo (Optional)		
My favourite food		
My favourite drink		
Anything else?.		

My name is	Julie Williams	Age	None of your business!
My current (pseudo) Volvo is:...	Molly, a 2004 Toyota Echo 3-door hatch. (I can pretend can't I?) named after my pint-sized (4' 6") aunty Molly.		
When I joined VCC.....	1996. A very good year for Volvos.		
Why I joined VCC.....	I bought Ruby, my 244 and "it seemed like a good idea at the time". (Do I hear Echoes of a song title? Pardon the pun folks.)		
Cars I have owned.....	Noddy , 1971 KE 10 Toyota Corolla; Ginger 1977 LX Torana; The Yellow Peril 1978 Honda Civic 3-door hatch; Sarge a khaki-coloured KE 30 Toyota Corolla; The Beast 19?? A white Corolla hatch. Ta daaah, Ruby my 244; my first attempt at breaking the obsession with the Toyota Motor Company; short-lived I'm afraid. There was one more Volvo, Classy the 740 turbo, previously owned by Gaudi Diaz and then I relapsed back into the Toyotas with Bundy a white Holden Appollo (pseudo Camry) and then finally Molly , my current ride. No hope for me I'm afraid, unless someone has a nice P1800 they would like to give away? No?, I have a name picked out and all, Princess , because, to my mind they are Royalty, the classiest Volvo of all.		
			
<i>That's me in the middle, drink in hand, as usual.....</i>			
My best Volvo moment	Watching the Volvo win the 2 Litres at Bathurst, back in ??		
My worst Volvo moment	Haven't had one !!		
Most fun I've had in my Volvo...	Challenging a Porsche to a drag off the lights at Bay Street, in Brighton, in Ruby, my 244. I won; the Porsche driver was laughing so hard he couldn't drive.		
My most embarrassing moment	It's hard to embarrass a Volvo driver. !!!		
My favourite food.....	Peanut butter spread 1" thick on 1/2" thick, fresh-baked white bread with lashings of butter as well!! And No, I don't actually eat it !!		
My favourite drink.....	You need to ask??.....10-year old Hunter Valley Red.		
Anything else?.....	This is not enough ?????		

*Organ Donation – A 122S lives again –sort of, or How to please Alex Shevlin's parents.
-A reprint from 2004 and update by Ted Warner*

Once upon a time there was a beautiful, 1968 navy blue, 2 door Volvo 122S. That was back in the olden days. Over the years it became a little neglected and in the last few years (2004) it landed in the hands of Volvo Club member Alex Shevlin. Alex added the somewhat dishevelled car to his collection and drove it with great delight hither and thither.

But alas the rust demon had done its evil work and the poor machine became un - registrable. Alex had to store it under the carport of his home so that it did not get worse, while his parents brand new Volvo XC70 Cross Country stood in the street. Well why not I say.

Well it so happened that *Ashley Yelds, now of Targa Tasmania fame, spotted the car, now exiled to the roadside and looking very, very sad and left a card under the windscreen wiper. Alex's Dad rang him and 'yes' the car was available for dismantling. Now Ashley being a good guy rang his fellow 122 brothers, namely myself and himself - *Mike Halloran. (*Mike is now in New York, we believe, living the good life while his partner pursues her legal career, and *Ashley is there also working feverishly to save up the folding stuff so he can rip into another Targa with the new *Gulf Carrera* 122S, now well sorted after last year's brilliant 3rd place in their class.

On with the story....

On the very fine Monday of the long weekend we descended on the carport with tools at the ready, mine in the fruit box that they have exploded into but Ashley had his beautifully organised and in a beautiful case. Well you know whose tools we used, Ashley's of course!

The car was operated on by this crew of mechanical buzzards and with the deftness of surgical experts had disembowelled it of all the goodies that could be used and many that couldn't but might be sometime. Equally shared under the agreement of who wants what.

Alex's parents were happy, Alex was happy that the organs were going to breathe new life into other 120s and the remains would be removed by the following Thursday, certainly a Win-Win-Win in the new speak.

We all drank coffee, crossed Alex's palms with the appropriate number of folding items, (the quantum of which was quickly and instantly grabbed by his father), toasted its long and happy life and the good service to its various owners and sadly it was going to Volvo Heaven. I think it is somewhere in Revesby!

But alas! The demon Murphy got into the act and the car was not going to Volvo Heaven. The parents got all bristly, the phones started ringing, the wheels had fallen off the plan, well figuratively speaking of course, so we had no choice: revert to plan B - first part, ring the Wizard for help. "May we borrow your car trailer?" "Yes, no problem" was the reply- (Terry Thompson he the Wizard). The XC70 could do the towing. Only left one thing: Where do we take it?

Well guess who now has *5 Volvos at their house? Well it is really only 4 and 5/8 ths Volvos. (*Update -we are now down to 3 as the 940 has been retired due to consistent ill health, the 240 sedan has moved to a nice home with our daughter and at 460,000ks is still going and looking fantastic – it is yellow; and we have the 240 Estate now at 470,000ks and the 122s that has been fitted with a new kilometres per hour speedo with only 32000ks on the car – well most of it is brand new – well a fair bit of it is!)

Continuing with the story.....

Jan was so happy. (Not). Well sort of, so long as the 5/8 did not stay for long. She just doesn't understand but I convinced her that it is a good cause.

Some of the small organs have been transplanted into our 122S and she is very happy-the car that is – see we have a girl car). I am sure that Ashley's and Mike's Volvos feel the same, and the spirit of the dark blue 122S will continue to live happily ever after.

(Update – Mike sold his car, a lovely light blue '66 122S onto which he had lavished a lot of \$\$\$\$ and loving care. Someone got a beauty).

Epilogue -2010

I have quite a few bits – stupidly the remains went to the crusher with the petrol tank and sender still in it – Yes I know – what sort of idiot would let a thing like that happen – and the front doors – but they weren't too good. To be honest it was cold and miserable crawling under the car on the side of the street so my enthusiasm waned a bit as well. However, I do have a really good set of navy blue, fully fitted sheepskin seat covers for front and back including the armrest, that were to be dyed dark brown and used in my 122 but one cannot dye sheepskin without dire consequences.

So they are available –just make me an offer.

Speaking of ORGAN DONATION – make sure you all properly register as an ORGAN DONOR go to www.medicare.gov.au/organ.

We do it for our cars – why not do it for one another!



I've sure gotten old!

I've had two bypass surgeries, a hip replacement,

New knees, fought prostate cancer and diabetes, I'm half blind,

Can't hear anything quieter than a jet engine,

Take 40 different medications that make me dizzy, winded, and subject to blackouts.

Have bouts with dementia

Have poor circulation;

Hardly feel my hands and feet anymore.

Can't remember if I'm 85 or 92.

Have lost all my friends. But, thank God,

I still have my driver's license.

Riddle.....

You are driving in a car at a constant speed. On your left side is a 'drop off', (The ground is 18-20 inches below the level you are traveling on), and on your right side is a fire engine traveling at the same speed and direction as you.

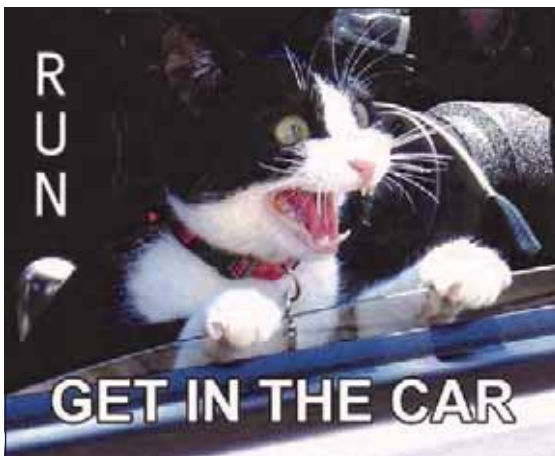
In front of you is a galloping horse, which is the same size as your car and you cannot overtake it. Behind you is a galloping zebra. Both the horse and zebra are also traveling at the same speed as you.

What must you do to safely get out of this highly dangerous situation?

Answer:

Get you inebriated rear end off the merry-go-round !!

And for all you animal lovers.....



BANNED FROM K-MART

This is why women should not take men shopping against their will.

DON'T TAKE ME IF I DON'T WANT TO GO.....

After Mr. and Mrs. Fenton retired, Mrs. Fenton insisted her husband accompany her on her trips to K-Mart. Unfortunately, Mr. Fenton was like most men--he found shopping boring and preferred to get in and get out.

Equally unfortunately, Mrs. Fenton was like most women - she loved to browse. One day Mrs. Fenton received the following letter from her local K-Mart.

Dear Mrs. Fenton,

Over the past six months, your husband has been causing quite a commotion in our store. We cannot tolerate this behaviour and may be forced to ban both of you from the store. Our complaints against Mr. Fenton are listed below and are documented by our video surveillance cameras.

1. June 15: Took 24 boxes of condoms and randomly put them in people's carts when they weren't looking.
2. July 2: Set all the alarm clocks in Housewares to go off at 5-minute intervals.
3. July 19: Walked up to an employee and told her in an official voice, 'Code 3 in Housewares. Get on it right away.'
4. August 4: Went to the Service Desk and tried to put a bag of M&M's on lay-by.
5. September 14: Moved a 'CAUTION - WET FLOOR' sign to a carpeted area.
6. September 15: Set up a tent in the camping department and told other shoppers he'd invite them in if they would bring pillows and blankets from the bedding department.
7. September 23: When a clerk asked if they could help him he began crying and screamed, 'Why can't you people just leave me alone?'
8. October 4: Looked right into the security camera and used it as a mirror while he picked his nose.
9. November 10: While handling guns in the hunting department, he asked the clerk where the antidepressants were.
10. December 3: Darted around the store suspiciously while loudly humming the 'Mission Impossible' theme.
11. December 6: In the auto department, he practiced his 'Madonna look' by using different sizes of funnels.
12. December 18: Hid in a clothing rack and when people browsed through, yelled 'PICK ME! PICK ME!'
13. December 21: When an announcement came over the loud speaker, he assumed a foetal position and screamed 'OH NO! IT'S THOSE VOICES AGAIN!'

And last, but not least ..

14. December 23: Went into a fitting room, shut the door, waited awhile, then yelled very loudly,
Hey! There's no toilet paper in here!'



JOHN GRIST'S VOLVO PARTS GARAGE SALE

140 VOLVO PARTS GALORE

Alternators, starter motors, grills, lights, instrument panels, water pumps, wheels, etc. and heaps of engine and electrical parts; trim items; steel wheels and various hub caps; including:

140 radiator off automatic transmission car – has integrated oil cooler as out of car; Towbar to suit 140; 140 strip speedo converted to kms; Early 140 model dash pad (the one that has the grab handle) in very good condition no cracks - complete casing in one piece just bolt it into the car; early model silver grill in good condition complete with headlight surrounds and parking lights fitted

740/760 and 940/960 Parts and Panels

Various parts including:

740/760 radio with equalizer; 740 bonnet and boot lid (with Turbo badge)

940 boot lid; 940/960 complete set of tail lights; 940 turbo charger;

740 Turbo Mag. Wheels – in fair condition repairable, some better than others

Complete 940 turbo engine with injection fuel system attached

940 auto gearbox (*both 940 engine and gearbox out of car done approx 91,000 kms*); 740/760 front and back bumper bars; 940/960 electric radiator fan; ABS brake unit; 940/960 fuel pump unit.

Other "stuff" – various used hoses; electrical plugs & switches; coils; tow bars; brake master cylinders for 140/240 & 940/960. Some 240 bits; body trim; radiators; horns etc. etc. Also 164 power brake booster and master cylinder

242 DL Parts

Front guards, grill, bonnet, dash (in mint condition) and sundry bits

John Grist

Mobile 0412 640 340

E-mail newcourt2@yahoo.com.au



My family has a yellow Volvo 244 GL (1974/5) model (manual transmission) for sale.

We are the sole owners of the car and it has been mainly driven on weekends only. Mileage is about 134,000 kms.

The Volvo is in it's original state (no accidents and has it's original parts/accessories still intact) and we would like to sell it to an enthusiast who would take care of it, as it contains some sentimental value. It was my father's car, before he passed away.

I can be contacted via this email, or any of the phone numbers in my signature below. Hope you can help.
Regards, Ian Seeto

Ph: 02 9257 6372 | Mob: 0413 424 028 | Fax : 02 9257 6460

Email: Ian_Seeto@amp.com.au

FOR SALE

244 GL Sedan

Registered to December 09

Good condition. Must sell - price negotiable.

Phone Gwen on 4285 8142 anytime.

FOR SALE

We have two Volvo 142s. The one in the photo is a 1973 model with sunroof and was registered until December 2008.

It's in good original condition.

We also have a 1975 142S, which is complete and was last registered in 2002.

If you're interested please call
Alex Lockley on 02 6586 3351



Marketplace

Reluctant Sale of Rare Volvos



1971 Model 145 Express Vans (2)

Both with Service Books and full histories. Both on Club Registration. Very rare and a recent trophy winner.
\$3,500 - \$8,000



1966, 122 Station Wagon.

White with red upholstery.

Books and history. Unregistered
\$3,500

1977, 262 (Yes, 1977)

Rare early tail light model.

Silver "skin". Rust lower front screen area.
 Unregistered.

Has Chev V8 conversion job - 80% completed.

Will sell with or without V8 Au **Offers**

1966, 121 4-door Sedan.

Rare bench seat, column gear change, single carburettor.
 White with red upholstery.

I have owned this car for the last 32 years. It is original,
 with books and a unique history.

Genuine 130,000 miles on Club Registration. **\$9,500**



If you're interested
 in any of these rare
 and well-loved
 Volvos.

Call Kevin on
 0414 571 745
 for full details and
 negotiations.

NEW AD FOR PARTS.

Volvo Parts for sale for 142, 144 & 164

- * Brand new dash complete—has never seen the sun for 142, 144 & 164
- * Brand new rear small bumper rubber
- * Brand new rare power rock diff
- * 2 x 142 doors, good condition
- * 2 x 142 door frames, good condition
- * 1 x 142 brand new door frame

Phone John Sinuks (Blue Mountains) on
 0407 530 942 or 0409 539854

VOLVO items for sale

Thule lockable Roof Racks suitable for 2, 7 & 9 series Volvo -	\$195
Dash mat suit 244/245 (narrow gauge cluster) -	\$10
GT steering wheels x 2, suitable for 240/260 series -	\$95 ea
Sunroof (Glass only) tinted suit S70/V70 -	\$35
Alloy wheels, Cheviot 15"x7" complete with tyres. Used on 244 GL -	\$550
set of 4 (see attached photo)	
Rear muffler louver panel suit 240/260 -	\$25

Non Volvo item for sale

Front bumper bar (complete) for Toyota Landcruiser 80 series – never used
 \$100

Contact Stephen on 02 9544 7565 or 0411 670 274





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AGM 7th February 2010

Thanks to Estelle & John Dempster (244) for hosting the AGM at their Toowoomba home and for the great company of the Austins (940GL), the jet-lagged Carey's (242GT), Tony Boulding (V70) and the Hunts (760T SW).

The committee for 2010 remains the same:

President:

Grahame Hunt

Secretary/Treasurer:

Helen Hunt

Magazine/Webmaster:

Brad Wightman

Social co-ordinators:

Eunice Austin and Gaye Carey

Items discussed were the events that we have previously organised and attendance. Also mentioned was the number of for sale phone calls. If only the number of calls/emails received were for club membership and not for sales the club membership would be very large. The website is definitely working with

Volvo Club of QLD Pages

Dedicated to the Volvo Club of Queensland

a lot of calls coming from it.

There was also a discussion about the sale of Volvo Cars to China. We feel that as long as Volvo Technology and design continue together with the use of good quality Chinese steel then the brand should continue well.

It has been decided to include Historic Racing Car Club (QLD) events in the coming events so that members can go along as spectators. Also Grahame and Helen are usually working as volunteers at the events and you can catch up with them there and talk Volvo.

WELCOME TO NEW VCQ MEMBERS:

James Lister 1982 244 GL
Lindsay Earle 1987 740 Turbo

COMING EVENTS

Sunday 1st March: Registrations for RACQ Motorfest open

Weekend 20 and 21 March: Historic Lakeside (Historic Racing Car Club)

Sunday 28 March: Lunch at the pub in Forest Hill near Laidley (**Please phone Gaye on 07 54672383 by 14 March to book a seat for lunch**)

Meet at 11 am in the park opposite the pub with lunch across the road at the pub and time permitting we may visit Laidley. Forest Hill is off the Warrego Highway between Plainland and before Gatton (40 minutes from Ipswich)

Weekend 29 and 30 May: Cootha Classic (Historic Racing Car Club)

Be a Spectator at this Historic racing event.

Sunday 20 June: Day trip to Caloundra Air Museum

Meet at the BP north of Burpengary @ 9am for 10am at the Museum. Admission cost is Adults \$9, Children \$6, Concession \$7. Check out their website www.qam.com.au

Sunday 11 July: RACQ Motorfest @ Eagle Farm

We are planning to combine with the 1800/120 Club to have a great display of the marque. Meeting

place will be 30 minutes prior to our appointed arrival time at the Hamilton wharves which is 5 minutes away from the venue. We will be registering under Other European but will arrive together. Check out their website http://www.racq.com.au/about_us/community/events/motorfest

Weekend 24 and 25 July: National Historic race meeting at Morgan Park (Historic Racing Car Club)

Be a spectator at this historic racing event. Car display on the Sunday.

Saturday and Sunday 21/22 August: Weekend in Warwick/Stanthorpe (Date to be confirmed)

Depending on the weekend chosen and availability of accommodation we could possibly meet in Warwick for accommodation, drive to Stanthorpe (1/2 hour away) on the Saturday, dinner in Stanthorpe at Anna's, back to Warwick for the night, view local attractions and home on Sunday afternoon.

Early October (To be confirmed): GLT Motors @ Capalaba for Open Day (To be confirmed)

Weekend 16 and 17 October: Historic Racing Car Club at Lakeside Raceway

Weekend 13 and 14 November: Historic Racing Car Club Noosa Hillclimb

Sunday 28 November: Xmas Party 12 noon for 12.30pm lunch. Venue to be advised.

Focus to ditch Volvo 5-cylinder

Ford unveiled the new 2011 Focus at the Detroit Motor Show. According to a recent article in *Just Auto*, Ford will be ditching the high-performance 5-cylinder Volvo engine for a Ford-sourced 4-cylinder Ecoboost engine. The article stated this is due to "environmental restrictions" but it may be more likely due to the Ford sell-off of Volvo and cost efficiencies now that Ford is using the new Ecoboost turbo engines in many of its vehicles worldwide. Economies of scale, one would think! Ed.



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ALL CORRESPONDENCE TO:

Volvo Car Club of South Australia Inc

P.O. Box 218

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NOTE: All SA Club-related

Magazine Submissions

to Craig Rasmussen

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Volvo Club of SA Pages

Dedicated to the Volvo Car Club of South Australia Inc.

2010 SA CLUB EVENTS CALENDAR

MARCH 12th

Club Meeting

7.30PM Glandore Community Centre

MARCH 28th

Technical Day at Povey Motors

10.00AM – 140a Tolley Road, St Agnes. BBQ Lunch provided. BYO drinks, chairs and a salad to share. Bring cars and questions. Second hand parts on sale and all new parts in stock on the day for sale at trade prices!

APRIL 18th

Warrawong Night Walk

Join a guide on a 90 minute tour.

This tour is suited to older children and adults. Solid walking shoes required.

Cost: \$25 adults, \$15 children

5.00PM – Meet Stock Road, Mylor, VIA Stirling.

After the walk enjoy an evening meal in the Bilby Café.

MAY 14th

Club Meeting

7.30PM Glandore Community Centre

MAY 23rd

Day in Pinaroo

8.30AM – Meet at the Mobil, Glen Osmond Road. Morning Tea on Route. Lunch in the local hotel. A great day for those who like to drive.

JUNE 20th

Club BBQ with Show and Shine

10.00AM – Glandore Community Centre

12.30PM – BBQ Lunch supplied.

BYO chairs and drinks. All members welcome! Compulsory for Historic Registration Inspections. All books to be signed at the AGM.

JULY 9th

Annual General Meeting

7.30PM – Glandore Community Centre. All Historic Registration Books to be signed

JULY 25th

Mid Year Lunch in the Barossa.

Details closer to the date.

Historic Registration Vehicle Inspections – Sunday June 20th - Glandore Community Centre

This year would everyone please make an effort to bring your vehicle along to the inspection day set down by the club, so that we may complete the required annual inspections of Club vehicles under the conditional (historic) registration scheme. This is especially important 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 have the car inspected at a convenient time for one the registrars.

Last year saw a good turn out with about 15 vehicles (including six 1800's – are rare sight in Adelaide!) but this is less than half the number of vehicles on our books. The club will provide a sausage sizzle lunch in the grounds of the Glandore Community Centre (same place we hold the Friday night meetings). And whilst the objective is inspect the conditionally registered vehicles, ALL club members are invited to bring their cars along and join us for lunch and a chat.

Plan to arrive from 10:00am onwards, expect lunch around 12:30. Please bring own drinks and chairs, picnic tables/ rugs, etc.

Note: Log books will be endorsed at the AGM in July as usual.

RVSP to Ken, Craig or David (contact details under Committee) for catering by Friday 11th June.

Ken Bayly – Club Captain

Picnic at Thalassa Park – Sunday 21st February 2010

A shady tree at Thalassa Park provided a pleasant setting for members to enjoy a picnic lunch and





catch up after the Christmas hiatus. Seems that Father Christmas was kind to a few members who had new

acquisitions to show to the group: Ken Bayly (Club Captain) – traded his 960 for a 2001 V70 Cross

Country. The car has only 50k on the clock and it shows. A terrific find.

Barry and Helen Judd (Secretary) – took delivery of a new XC60 just after New Year. This one has the twin turbo 2.4l diesel power plant.

Graham Cadd



(Minute Secretary) – has taken on a 1997 S70 (ex Barry and Helen) allowing this fine vehicle to stay with the club.

Congratulations to all – and safe motoring for the year ahead.



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PRESIDENT REPORT

Dear Loyal Readers – included in our segment this month is the compelling report from one of our excellent Events Directors, Jeff Turner.

Our year ahead promises many great events. I urge you to shine up your classic and bring her along, not just once or twice, but at least three times this year. Catch up with fellow members. Swap notes. Get information on tricky bits under the bonnet that have been bothering you, or get some advice about whether to buy that car you have been eyeing off for some time now (just don't tell SWMBO.....).

How many of you have pondered the future of our classics? Their continued usefulness is dependent on the oil companies continuing to supply oil for the balance of your lifetime. Just how much oil is there really left? I recall as a student at school in the 80s our teachers telling us that by the first decade of the 21st century that we would be in real trouble. Yet here we are, into the *second* decade, and consuming oil at a huge rate.

Have you seen the Honda hydrogen car? There is a youtube video, from Top Gear, demonstrating this car. For the non-internet savvy, this car fuels up on hydrogen, and generates its own electricity. As hydrogen is the most abundant resource there is, its use is theoretically unlimited, unlike our classics which need oil.

So what will become of our cars? What will happen when the world runs out of oil? I doubt it will be as simple as adapting the engine to run on unleaded, or the A/C to R134a. Will our classics just have to sit in a shed, rotting, or in a museum, to be admired by the few old farts still left who remember oil –or even worse still – sent to the crusher?

Well who cares really, because it seems likely there will be oil until we all pass on to the great Volvo garage in the sky.

SO GET OUT YOUR CLASSIC AND ENJOY IT NOW!!!

Are you stuck on getting her going? Need a hand? Call me, I will help you, or point you in the right direction. Time is running out!

Robert Bakker

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The Program Committee

We met at the Turner residence on Monday January 18. Those present were Neil Summerson, Richard Brabazon & Jeff Turner. Robert Bakker, our Club President attended by phone. An invitation was extended to George Minassian but he was unable to attend.

Neil suggested that the agenda for the Program should comply with these ideals:

- Not too many events
- A variety of events
- Competent organisation
- Be of interest and inclusive for our partners

Our calendar is as follows:

1. Sunday March 14th (Club event). A breakfast BBQ in the Daisy Hill State Forest, food supplied by the Club. By now you would have had email notification of this event.
2. Weekend away in Tenterfield or Stanthorpe (optional event). We will join with the Motoring Enthusiasts Club. Further information regarding this will come from Neil.
3. Sunday May 9th (optional). Joining with The Triumph Car Club Show & Shine on Mothers Day at Macleans Bridge.
4. Sunday June 13th (Club event). Meet at Tamborine Village for lunch
5. Sunday July 11th (optional). RACQ Motorfest
6. Sunday August 1st (optional). Lismore Car Rally
7. Saturday September 18th (Club event). Travel to O'Reillys on the Scenic Rim, overnight stay, home Sunday
8. In October (optional). Peer from GLT Motors organises a day in Capalaba for all Volvos
9. Late November or early December (Club event). AGM and Xmas get together.

We are planning a **National Event** to coincide with the 50th Anniversary of the sale of the 1800 series. Deliveries were begun in the Northern spring of 1961, we will conduct the Event at Easter 2011. The consensus of the group was that Armidale appeared to offer the greatest range of suitable facilities, with acceptable access for at least the Eastern states, even reasonable access for our South Australian members. With such early notice can we persuade our Taswegians and those from Western Australia to plan for this Event.

Jeff Turner

Members List:

I have been asked by various Club members to publish a members list in this magazine. We have done this on two other occasions from memory and it has worked out very well. If any member would rather if their details not be published then please let me (George) know. The details will be, name, town, car model, phone and email address. This has always helped in friendship and the exchange of notes and ideas among members.



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Martin Thomson's Red 122S by Robert Bakker

Volvo 122S two door

Owned Since: 2006

Model: 1966 B18B 122S

Type: 13234HF

Chassis number: 211116

Colour: Red with Black Interior

Martin's car is quite fast. It has a B20 bored out to B21 spec, and has the M41 gearbox behind it. The engine sports a K-cam, has been balanced, and has some significant head work to boot. Martin dreams of a set of DCOEs (Webers) to REALLY make it haul. His car also has disc brakes from a 140 series.



He bought it 3 years ago from Sydney, from David Folson. It has lived in Qld before, and now is back in the sunny state. A chap called John Keran (see photo above/ Rego EFK594 NSW/ note extra fuel tank filler) once owned the car and rallied it, and Martin believes it may have won an event or two in its time.

Martin has not always been a Swedish car fan. He previously was into British cars, but became attracted to the Volvo 1800, but the 122 proved more practical for young Ruby and Jade. Martin's father even had a 120 in the UK. One day the car may again return to competition, and I could see the glint in Martin's eye at the thought of this! It is pleasing to see his enthusiasm for his hot 122.



WANTEDYOUR CARHERE!

Would you like your car featured in an issue of rolling
Please send photos/story to George Minassian



A Common Trouble Spot on 1800 Volvos



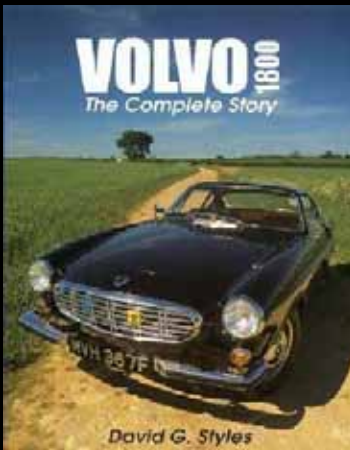
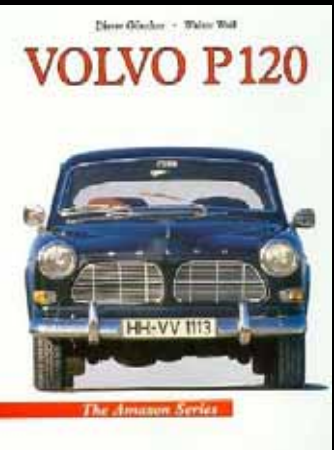
Recently, club member Levin Bagshaw from Victoria rang me up to order front suspension bushes for his 1966 1800S. He told me what had happened to his front shock absorber towers. As you can see in the picture above on the left, the shock had gone right through the tower. This usually starts as a small crack and if left unattended to, can leave you stranded one day. This problem is exasperated by the use of harder shock absorbers over the years and is a common fault with the 1800 model. A problem that does not happen on the 120 series. At least not that I have seen or heard. Instead, early 120s suffered from the rear shocks cracking the upper metal inside the boot area. This was rectified in later cars by the factory. More on this next time.

Back to the 1800. I had just bought my fourth (and probably last) 1800 in 1995 and drove it up from Sydney to Tweed when the same thing happened to my car two days after I arrived home. Just as well it didn't happen while en route from Sydney. Although a low mileage car, I was surprised that it needed attention in that area.

All that is required, is for a body shop to weld a thicker plate, with an appropriate hole for the top of the shock, right across the top of the tower. And that's it. Fixed for the life of the car I would say.

Thanks to Levin Bagshaw for the photos.

George Minassian

 <p>Volvo 1800 - The complete Story By David Styles</p>	<p>Volvo 1800-120 Club Aust Inc. <u>Books for Sale</u></p> <p>you either too for 0.00 inc. p p</p> <p>Or</p> <p>you both too s or 100.00 inc. p p</p> <p>Cheques/money orders payable to the Volvo 1800/120 Club P.O.Box 6522, Tweed Heads South NSW 2486</p>	 <p>Volvo P120 - The Amazon Series By Dieter Gunther</p>
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From Mount Tamborine to the Sunshine Coast by Robert Bakker

Volvo 122S four door

Owner: Jason Hale

Type: 12234HL

Chassis number: 200610

Colour: Green with Red Interior

Here is a 120 with a colourful history. Presently in the hands of Jason Hale, proprietor of Suncoast Motors (*) on Queensland's beautiful Sunshine Coast, it remains in good shape, though could use some driving.

Jason has owned her now for about 3 years. Although he lives in a world of volvos (lucky fellow), when Peter who works for him found the car, he had to have it.

It has had its fair share of showing off in various classic car shows, but now lives a more subdued existence.

Since he has owned it, Jason has carried out some brake repairs (though it needs more work now), replaced the carpet and retrimmed the front seats.



She features a B20, and unlike most who have a set of S's (or even Webers), Jason's car has bolted up to her a set of twin Strombergs, which I imagine are out of a 140.

The original colour was 0-1, but she now looks splendid in British Racing Green, though it is a different shade to that seen on a 123 T.

The interior is striking red, with a T dash, and M40 4 speed poking out of the floor. The exterior is complemented by a neat set of Minilite mags (watch out, Jason!)

Although she has been languishing about for a bit, I believe my recent interest in her has had Jason re-enthused for his "Las", so hopefully we might see her on the road again soon.

(Suncoast Motors of Forest Glen near Maroochydore specialise in service, repair and wrecking of ALL volvos of any year and type. Terry

is the man to speak to for parts on (07) 5442 1011

(The photos right at the top were taken by me at Mt Tamborine, QLD in 1989 when the car was with the original owner Rod Walsh. The car had original Minilite wheels on it at the time and two huge spot lights and looked well used. George)

123GT Restoration

A few of you who have been club members for a while will remember the name John Earthrowl. John bought his 123GT in 1968 and it has been in use ever since. His car was always known to club members as 'that 123GT in the Northern Territory'. I must admit I have never met John but then I have never met quite a few of our Club members although I have emailed, phoned or wrote to them at sometime or another.

Which brings me to why I am writing this here. About a month ago, John rang me and asked me if I would attend to restoring his dark green 123GT. And without hesitation I said yes. (Yes Vicki knows by now). John's instructions were 'I want it to look like your GT' and I promised I would do that. Trucking a car down from the NT to me at Tweed is not as easy as moving a car from our other Capital cities. It took John a couple of weeks to prepare the car for the long journey and it took ten days for it to be transported down to me. Now it sits next to my shiny dark green GT looking sad and unwanted. But that won't be for long. John also sent a very large pile of documentation, invoices of work done, original books and even a letter from Wayne Luckman in 1988, the then President of the 120 Club Australia. I'm going to have my hands full here.

I will document the progress of the restoration on this car in coming issues of Rolling.

George Minassian



Volvo 1800-120 Club Membership Form

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Rego No _____
Chassis No _____
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 upholstery code _____

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240/260 Register:

RACV Great Australian Rally

MARK HOFFMANN

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e: vol244@hotmail.com

Dear Club Members:

Welcome to this issue's 200 Series Register Page. In the absence of any 240-specific content this time around, I'd like to report on a recent event I participated in, as Sunday the 17th January offered the opportunity to join a handful of other Volvo Club members on the RACV Great Australian Rally, a pleasant annual run from Rowville down to Mornington with a classic car display at the finish akin to our familiar British & European display day at Flemington.



Rather than travelling under my own steam, I actually tagged along on the event with good friend Mark Iceton in his recently-restored 262C. Readers might recall earlier *Rolling* articles in which I confessed to being more of a "show-er than a goer" than Mark, who is always keen to join in on any and all motoring events on the local (or interstate) calendar, be they Volvo-specific or more generic in nature like this one, so before I knew it he had booked me in on the event as his passenger/navigator and my Sunday was spoken for! We joined fellow Victorian Club participants Lance Phillips, John Johnson, Greg Sievert, Len Ward and Kevin Holden, although Len and Kevin, like myself, were catching a ride with others, making for a modest total of four

well-presented Volvos to represent our marque on the day.

The early morning run to the start point in Rowville was an easy and traffic-free one, and we assembled before 9.00am amongst a myriad of European, American and local classics for the run to the Mornington Racecourse finish and display. The subsequent pleasant cruise of classics down the Eastern side of the peninsula offered a change of scenery for me, being more familiar with the Western run down to Geelong and beyond, and before long we were assembled at the Racecourse on a sloping area of lawn in front of the main grandstand in a setting that seemed tailor-made for a classic car display. We Volvo Club participants had opted

to pay a few dollars more individually to enter the judging for display cars at the event, money well spent I think as it offered us the premium parking area as described, surrounded by some stunning classic cars.

In spite of the time of year,

Melbourne turned on the best of the changeable weather it is known for, and conditions alternated between hot and sunny, and cold, windy and showery throughout the afternoon, none of which was sufficient though to deter the crowds of spectators or enthusiasm for the vehicles in an event that was larger than this first-timer had expected. I was reminded very much of the British & European Day in both scale and spectacle, although it was great to see the inclusion of American classics such as beautifully-

restored Studebakers, Fords and Mercurys, plus a selection of local Aussie classics from days past.

On the Volvo front, John Johnson outdid himself in typical form with his familiar white P1800 coupe which deservedly attracted the attention of the judges, claiming John the prize for best "Modern Classic" on display. John always adopts a holistic approach to the presentation of this car, and spectators and judges alike must have been impressed with the beautifully detailed engine bay and interior, plus the history on display of the similar P1800 driven by Roger Moore in the 1960s TV series "The Saint" which John's example replicates in fine detail, right down to the licence plate. One individual was even heard to question whether John's was in fact the actual car driven by Moore, but even John can't lay claim to that!

The remainder of the day was spent perusing the classics, grabbing a bite to eat from the sausage-sizzle and food vendors, and checking out some of the new and second-hand automotive goods on offer from assorted sellers. One of the most notable vehicles to see was also one of the least expected, that being a motorbike custom-engineered with a genuine aviation jet-turbine engine! Just starting it up was enough to captivate almost all those within earshot, and the sound and smell was strongly reminiscent of an airport to me given that in my life I've likely spent more time at airports than behind the wheel of a car. One wonders if this creation was purely for show, or whether the turbine was actually connected to the rear wheel in a functional way, but in any case I don't think there is enough room on the frame of any motorbike to stow a fuel tank full of kerosene capable of





keeping the engine running for very long!

Entry into this event included a commemorative metal plaque, and the organizers cleverly ensured that all participants stayed until the end by not making this trinket available until 3.00pm, after which most were ready to head home. Mark had to ferry home another of his cars from Moorabbin, so it was left to me to drive the 262 back home to the northern suburbs. In doing so I reflected on the fact that in days past, this model was my dream Volvo. I vaguely recall seeing Len Ward's fine example at a club display as a teenager and dreaming about owning one just like it - I couldn't imagine anything more perfect for me! Fast

forward twenty years or so and that desire has long since evaporated, due in no small part to what I have learned since about those troublesome and thirsty V6 motors, and the quirky Italian-designed leather-clad interior that could only have been conceived

in the decade that taste forgot hasn't aged gracefully! Seriously, though, by the end of the drive I was quite beginning to like the car, and some of those old pangs of ownership were returning. The motor had plenty of power, and I didn't even mind the curious glances from other motorists wondering if I had built this one myself! Fortunately, the

rather harsh ride generated by the lowered springs and oversized sway bars on Mark's car put paid to any foolish ideas I might have been having!

On the whole, a good day was had by all, and I can strongly recommend next year's event to any member who might like to join in. Next time around I might even participate under my own steam!

Until next time, I wish all members safe motoring.

Mark Hoffmann

240/260 Register Captain

[See photos of the Volvos in the VIC events coverage, this edition of Rolling. Ed.]



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Brickbats & Bouquets:

NO CAR IS PERFECT (Part 4)

Those who have been reading my column will know that I started off with an under-powered Morris then got an over-powered aluminium bodied sports car – an Austin Healey 100/4 and then an odd-ball Borgward station wagon for my first tour of Western Europe.

Back in my student days and competing in car trials and other events I was continuing to be outclassed by my fellow club members who were driving VW Beetles. There is no doubt that with big 15 inch wheels and independent suspension on all four wheels, plus a lusty 1100 cc flat four engine the Beetle had a lot going for it.

I flogged the Borgward shortly after getting back to London as I needed the cash for my next adventure which was to go to Copenhagen to try and find work. I got a job and survived the winter without a car, but with spring I figured I needed a car again so I tried out a second hand SAAB. This was the early model with the three-cylinder motor. I could put up with the pop-poppy exhaust note but found the driving position uncomfortable especially as my knuckles hit the steeply sloped windscreen. Still I liked the look of the car since it looked like a SAAB jet fighter without wings.

A friend put me in touch with a German businessman who visited Copenhagen frequently and wanted to sell his VW as it was three years old. This was not the Beetle but the

next model with a modern body – curved windscreen and big rear window. This suited both the seller and myself as he could get more by selling to me and I could get a car cheaper than I would have to pay in Denmark.

The other selling point for me was every country I had driven though in the previous summer had VW service centres.

This was a Volkswagen 1500 or Volkswagen Type 3. It was also referred to as the “Notchback” since it had a normal trunk at the back like most cars with a saloon



body. This was comfortable to drive and compared to a beetle was larger inside. It had the luggage compartment in the front, plus the spare tyre, and the fuel tank and large fuel cap. In addition there was a small luggage space under the trunk lid at the rear. The motor was hidden under the floor of this rear space.

So I had the perfect car for



roaming around Europe. Left-hand-drive made life far easier in Europe as driving an English car with right-hand-drive on the right side of

the road is full of many unpleasant surprises. I found it odd that I quickly became used to a reversal of most the driving habits I had been used to in Australia.

The first trip was a week-ender with a friend to visit an English bloke we had met earlier who was working as a draftsman for Volvo in Olofström, Sweden. As he and his mates couldn't buy full strength beer we had packed the front trunk with a crate of Carlsberg beer, each bottle wrapped in newspaper to stop them clinking as we passed through Swedish customs.

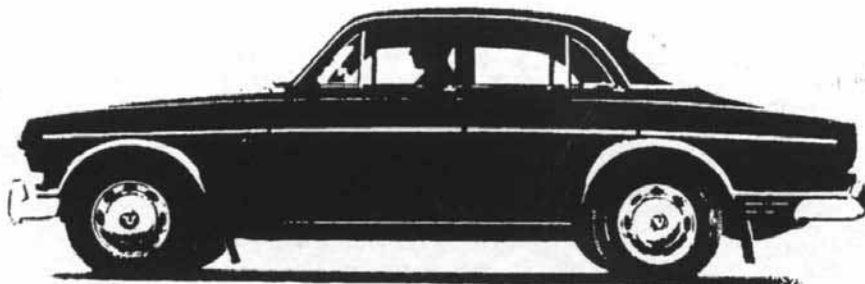
With three friends I made a four week camping trip from Copenhagen taking in Rome, Naples and Athens and the car never missed a beat. It was not as roomy as the Borgward station wagon, but was much more manoeuvrable and a little more economic on petrol.

So returning to Copenhagen I calculated that the car was about due for a service and oil change so

I booked it into the largest and main VW service centre and told the little man in the white dust coat and the clipboard to give the car a full service and check out everything.

So I picked up the car and was given a full sheet telling all vitals had been checked and found to be correct, went home and packed my few belongings and the next day picked up my Australian girlfriend and set off for a leisurely trip through Germany and France.

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I was heading south on the motorway and thinking that I had the perfect car, great girlfriend, and good weather when suddenly the car lost power and vibrated alarmingly. "S**t" ... Switched off the motor and coasted to a stop by the side of the road. Opened the rear trunk and unpacked the luggage and removed the engine hatch. The source of the problem was one of the ignition leads which had been fitted over the exhaust manifold and when the metal got hot the insulation was burnt off and the wiring short-circuited. We had to wait for the manifold to cool down and unplugged the cap to the spark plug and passed the ignition wire under the manifold the same way that the other three leads were positioned. Repacked the luggage and we were on our way.

I found work and drove around England for a few months with out incident. Driving a left hand drive car in England is no great problem as there were few opportunities to over take. But I did fit a mirror in the centre of the dashboard and a second one high up on the passenger's side. This gave me a forward view out of the right hand side of the car.

Later with three London-based Australians we travelled through Europe to visit Finland. On the way back heading for the car ferry across the

English Channel from Esbjerg to Harwich, as we approached the port in blinding rain, a large tip-truck loaded with gravel hit a large pot-hole just as it was passing us and showered us with gravel. The tempered glass windscreen shattered with an explosion and went white. Travelling at 100 kph I was afraid of running off the road but managed to steer the car through the side window. We knocked the remains of window out and fortunately the rain had stopped and I drove my friends to the ferry at a sedate 30 kph.

I had intended to drop them off at the ferry and return to Copenhagen to spend a few last days with my Danish friends. I drove into Esbjerg, found a VW dealer and within a very short time was headed off to Copenhagen - full marks for VW service.

One of the least endearing features of the VW rear engined cars is their tendency to over-steer and skid so that the rear of the car gets round the corner first!

To be continued in next issue – troubles with the "Perfect Car"
GRUMPY



LOST, FORGOTTEN, HIDDEN

By JOHN FLEMING

This 122S was as new when photographed one day in 1973 at the Melbourne Whitehorse Motors used yard. It's a 1965 model, shown here with my mother as we were looking around for a second 122S, having had the blue B-16 1961 model since 1970.

Note the hefty price of \$2,396 compared to the EK Holden next to it. I recall this lovely 122S was a light smoky grey colour, but it's a long time ago and the original negative is a 120 b/w taken on the trusty Rolleiflex. We drooled over this car, but ended up a while later buying a 1962 2 door. Does anyone know where this car JRK-486 is today?

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A small sample of the new parts available from **Amazon Spares** at Blackburn:

- ▶ **Steering box repair kits:** Suit 120, 1800. Part 54929.
- ▶ **Clutch slave pushrod assy:** Suit 120, 1800. B16, B18. Part 673032.
- ▶ **Single-circuit brake master cylinder:** Suit 120 (1957-68), 1800 (1961-68).
- ▶ **Speedo nylon gear** in early overdrive. Part 380168.
- ▶ **Rear view mirror head, stainless steel:** Suit 120, 1800, 140.
- ▶ **Original 25 amp (short) fuses** for 120.
- ▶ **Nylon gearlever base bush:** Suit 1800 up to 1968.

Amazon Spares (03) 9877 7754
Factory 2 17-21 George St, Blackburn, Victoria 3130

VIC Events Coverage

RACV Great Australian Rally 17th January 2010

See Mark Hoffmann's detailed write-up in the 240/260 register section in this edition of Rolling. We had a great day (although the weather blew hot and cold!) The Volvos got quite a bit of attention, especially John Johnson's immaculately-presented P1800, which was awarded the best modern classic of the show. Well done John! 1800/120 Club member Leona Clarke (who brought her gorgeous P1800) also won an award for her period costume, so the Volvo clan was well-represented in the awards department. If you haven't attended this display day, it's well worth it and the proceeds go to a great cause - the Peter Mac cancer centre.

Photos below include: John with his P1800 and trophy, Leona's

P1800, Greg's 1800ES, Lance's 144GL and Mark Iceton's 262C.

Australia Day Rally 2010

This year the weather was kind to us by being not too hot or wet. The participating Volvos and Chevrolet met at Chadstone for the run into the city. Normally people leave in convoy but once Rally bags were issued it was like a Le Mans start with everyone heading off to



Ward in the PV544 and Eric and family in the Chevrolet Bel Air following.

We managed a fairly good spot adjacent to some shady trees to set up the chairs.

There were over 300 cars on show so plenty to look at as well as entertainment for the masses and food stalls to stave off the hunger. Fly ball championships for dogs kept a lot amazed by the ability and agility.



get parking close as possible to the action and RACV tent.

Neville Thomas brought his 3 cars with family members driving the LHD 1800E and VW whilst he drove the Mustang. He headed off just before the rest of us as Eric Johnson was a couple of minutes late but not really late as such. John Johnson and Sandra led the way in Volvo ST1 with myself & John Elliot in the 144GL, Len



The Governors house was also open for inspection that attracted endless lines of people but the Police Band Code 1 kept them from being bored while they waited. People also picnicked in the grounds.

Several Club members and ex-members dropped in for a chat including Andrew Marney, George Opoczynski, Jim Reaper and Keith Ashworth.

Badge collection time is 2.30 followed by departure in convoy around 3.30, as the area has to be cleared by 4pm. All was going well until gentlemen and ladies start your engines. The MGB in front of ST1 moved off but the ST1 was refusing to leave the area by not starting which was a little embarrassing for JJ. I supplied a spanner to give the starter motor a whack, then it burst





into life and we were off.

The end of another successful and enjoyable Australia Day Rally had by all.

Lance Phillips

Picnic at Hanging Rock 14th February 2010

This year's Picnic at Hanging Rock was the 23rd Annual event organized and run by the Macedon Ranges & District Motor Club.

My mate John who is a Club member has taken on the task of restoring a classic 70's Toyota Celica. The Toyota Car Club was expecting to have a number of Celicas on show so John was keen to go to catch up with members and look at the cars so we took my 242GT for a run. As with any club a wealth of information, pitfalls in restoration, etc. is to be gleaned by talking to members. He was not disappointed and made some good contacts plus locations of parts.

The Volvo Club members were to meet at the Woodend Bakery for breakfast before heading into the Rock in convoy at 8.30. After a late night at a concert in the city - no it was not AC/DC but Cliff Richard and the Shadows [showing my age or at least the type of music I like.

The Shadows outshone Cliff in my opinion] it was up at 6am to pick John up at 6.30. We had a good run and arrived at 7.45 for a leisurely coffee and egg & bacon roll. Next to arrive was Leona & partner in the 1800S followed by Heino with his parents, Chris & Dion in the gold 164E. Not far behind were Mark, Wendy and baby Iceton in the Bertone with its new bling wheels. A little later Philip Perkins and the boys arrived in the red 123GT with "L" plates. It must have been an interesting drive through the fog for a learner so well done.

The weather lifted to a fine day without too much heat, which made it quite pleasant. We parked in a group and set up the gazebo between the cars. A walk around the park looking at the amazing display of cars, another 242GT was spotted as well as a 740 wagon. I thought I knew who owned the GT but on checking the Register it was a different car, although I knew its previous owner under a different registration number. Rob, who happens to own a couple of 242GTs, made himself known to me, so 2 more cars for the Register, which was good.

Apart from a display of cars there were family things like an animal farm, miniature railway, kids races, food kiosks and of course "The Rock" was there to be climbed.

After a great day out John & I left a bit early to miss the car crush which was going to happen a bit later when everyone was heading home. Combined with the spectators cars it was one hell of a car park but I am sure Macedon Ranges Motor Club

would have it under control after 23 years.

Lance Phillips



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ROLLING EYES



Thank you to all those who supported my article in the last magazine and to all the death threats I received....sorry guys, I am not scared off that easily!

Someone did contact me for some help with her current Volvo situation and although she insists on remaining anonymous she did kindly allow me to publish her request and my reply. Now I am sharing this specifically as a clear message to the death threats.

Gentlemen you should know, when it comes to second best....my name NEVER appears with those sacrilegious words. 🙄

Dear SWMBO

My husband has just come home with a 1976 244 to join our small fleet of half completed cars. Quite frankly I am sick of it! I hear what you are saying about trade-offs, but it is very hard to do when a car just suddenly arrives. How should I go about it?

Name withheld

Dear *Name withheld*

The solution is very easy, simply put a padlock on the gate and any other access he has to get the car into the yard, when you know he has gone out looking. Make sure it's one of those really big heavy duty expensive ones so that it is not easy to tamper with it. You stand your ground girl and with hands firmly planted on hips announce, when he is throwing his tantrum on the footpath, that the padlock will be removed after he agrees to your fair and reasonable *barter* (sounds so much nicer than demands). Further if you have the ability (and most mobile phones these days allow you to) video tape the entire incident and remind him SWMBO is excellent at YouTube, the video will be placed on the internet within seconds if he doesn't calm down and agree to your terms. Trust me, you will only have to do this once and he will get the hang of it. Remember, as our men always tell us, they are not mind readers and need to be given clear instructions on EVERYTHING no matter how basic. So it's just time to give the instructions. When he sees how happy you are, the cogs in the brain will finally start spinning around and he will see that this works out as a WIN/WIN situation with everybody happy. If for some reason he is taking a little longer than average to catch on, then just grin and bear it – give him sex (let's be honest that one has ALWAYS worked!).

Volvo for Life?.....you bet baby!

SWMBO xoxo

P.S. For those who are keeping track, my trade off for the 240 MIHOM bought was new outdoor furniture (home and the coast). Now we have a (hate to admit it very nice) S70 in the backyard so I am pondering.....I'll let you know. 😊❤️

Letters to the Editor:

A Princely Visit

Hi Greg,
Maybe a fun shot for next magazine?
Peg Murray stumbled across a commotion when she went into the main street of Whittlesea a while ago, to find Prince William making a surprise visit!



No problem for the 80-something Peg...she whips out her phone and clicks off a few shots! Attached is the best one, not bad.

Peg's 122 (white 4 door 1965 JKT-000) gets more use now that her niece comes around now and again and they go for a country drive. This does the car good, and it is mechanically really "spot on" now. If there are to be some local North/Western area outings, Peg could attend.

Congrats on last issue...very varied and a great read. George Minassian is doing super stuff with his down to earth tech talk, and also congrats to the 240 guru for (1) Being so enthusiastic and (2) Presenting his car magnificently detailed...a shining example to all owners of all models.

I am slowly working on my "new" 122, the ex Peg and Bob

Murray, ex John Eddelbuttel, red 65 4-door. Rusted floor fixed, some suspension and all brakes done, interior nicely tidied, and some motor work underway. Have driven it once or twice before this, and promises to be an excellent, solid and reliable machine. All I need now Greg is a wealthy Uncle to bequeath a large inheritance so I do not worry about workshop rent, living expenses etc... just the cars!! Our fondest dream shared by all I reckon....

Cheers, John Fleming

[Thanks for the picture John (well done Peg!) The 122 looks like it is coming along nicely. Hope to catch up at the picnic in mid-March at Yan Yean Reservoir. Ed.]



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Shifting BRANDS

BY BYRON MATHIOUDAKIS

Like sand through an hourglass, brands are on the move as carmakers downsize in tough economic times

During the 1990s, 'merger mania' was in full swing in the car industry, as big corporate fish swallowed a myriad of automotive minnows around the world. The lure of more market share, fatter profits and – in many cases – greater prestige proved irresistible, and going it alone was downright unfashionable.

That was the theory anyway. More than a decade later, most of those marriages have unravelled so spectacularly that the financial fallout for many of the companies involved will linger for years to come.

A few have survived against the odds – Renault's acquisition of the near-bankrupt Nissan in 1999 has overcome massive cultural obstacles and both marques have more or less prospered since then – but today it seems that going solo is the best way to survive.

Ford in North America has been the

busiest shedding brands. From the 1970s it acquired increasing control of Mazda, culminating in the take-over of the Japanese marque after expansion plans went awry by 1996.

But by late last year, Ford had bitten off more than it could chew, forcing a sell-off of Mazda shares from a controlling 33.4 per cent to just 13 per cent as the company restructured globally.

In early 2007 Ford offloaded sports car specialist Aston Martin, and a year later sold Jaguar and Land Rover as a pair to India's massive Tata conglomerate for one-third of the total price Ford paid for the former in 1989 and the latter in 2000, while Volvo should belong to somebody else by the middle of 2010.

Over at General Motors, Hummer has been sold to a Chinese firm while the Swedish Saab sale is on the horizon. The US giant was poised to relinquish its

Opel (Germany) and Vauxhall (UK) subsidiaries to Canadian car parts manufacturer Magna, before thinking better of it. Meanwhile the US Pontiac brand to which Holden exported its America-bound Commodore-based models will end this year.

And then there's Chrysler/Dodge/Jeep – formerly part of Daimler (mother company of Mercedes-Benz, which also owns Smart) that also included a large share of the now-independent Mitsubishi Motors Corporation. Its US Chapter 11 bankruptcy move is allowing the Fiat Group to eventually take control once all debts are cleared.

Confusing? Well, Volkswagen has certainly grown the Audi, Skoda, Bentley and Lamborghini brands over the last decade, but its Spanish SEAT division is struggling, while the supercar maker Bugatti's future in the current economic climate is uncertain. Likewise, arch rival BMW continues to make hay with its Mini and Rolls-Royce Motors marques, and is looking at introducing a youth-baiting sub-brand codenamed Project 'T'.

Meanwhile, Hyundai continues to blossom as value-orientated consumers tighten their belts, as does its stablemate,

THE A TO Z OF WHO OWNS WHAT

Below is a list of all the brands available in Australia in 2010, along with the principal shareholder, shareholder place of origin, and where the cars are made.

BRAND	OWNER	MANUFACTURED IN
ALFA ROMEO	Fiat Group, Italy	Italy
ASTON MARTIN	Independent, UK	UK
AUDI	Volkswagen Group, Germany	Germany except TT (Hungary) and Q7 (Slovakia)
BENTLEY	Volkswagen Group, Germany	UK
BMW	BMW Group, Germany	Germany except 3-Series sedan (South Africa), X3 (Austria), X5, X6 (USA)
CATERHAM	Independent, UK	UK
CHRYSLER	Fiat Group, Italy	USA except for PT Cruiser (Mexico)
CITROEN	PSA Peugeot Citroen, France	France except for C4, C4 Picasso and Berlingo (Spain)
DODGE	Fiat Group, Italy	USA except for Journey (Mexico)
FERRARI	Fiat Group, Italy	Italy
FIAT	Fiat Group, Italy	Italy except 500 (Poland)
FORD	Ford Motor Company, USA	Australia except Fiesta (Germany), Focus (South Africa and Germany), Focus CC (Italy), Mondeo (Belgium), Escape (Taiwan), Ranger (Thailand)
GM HOLDEN	General Motors, USA	Australia except for Barina, Cruze, Epica, Captiva (South Korea), Astra (Belgium), Combo (Spain), Colorado (Thailand)
HONDA	Honda Motor, Japan	Thailand except for Accord Euro, Odyssey and Legend (Japan)
HUMMER	Sichuan Tengzhong Heavy Industrial Machinery Co., China	South Africa
HYUNDAI	Hyundai Motor Company, South Korea	South Korea
ISUZU	Isuzu Motors, Japan	Thailand
JAGUAR	Tata Motors, India	UK
JEEP	Fiat Group, Italy	USA except for Commander and Grand Cherokee (Austria)
KIA	Hyundai Motor Company, South Korea	South Korea
LAMBORGHINI	Volkswagen Group, Germany	Italy
LAND ROVER	Tata Group, India	UK
LEXUS	Toyota Motor Corporation	Japan
LOTUS	Proton, Malaysia	UK
MAZDA	Fiat Group, Italy	Italy
MAYBACH	Daimler, Germany	Germany
MERCEDES-BENZ	Daimler, Germany	Japan except for B7-50 (Thailand)
MINI	BMW Group, Germany	Germany except for CLC (Brazil), C-Class (South Africa), R-Class, M-Class, GL-Class (USA), Vito (Spain)
MITSUBISHI	Mitsubishi Motors Corporation, Japan	UK
MORGAN	Morgan Motor Company, UK	Japan except for Triton (Thailand)
NISSAN	Renault S.A., France	UK
PEUGEOT	PSA Peugeot Citroen, France	Japan except for Tiida and Maxima (Thailand), Navara (Thailand and Spain), Pathfinder (Spain) Dualis (UK)
PORSCHE	Porsche AG and Volkswagen Group, Germany	France except for 207 CC and Partner (Spain)
PROTON	Porsche AG and Volkswagen Group, Germany	Germany
RENAULT	Proton, Malaysia	Malaysia
ROLLS ROYCE	Renault S.A., France	France except for Koleos (South Korea) and Megane sedan (Turkey)
SAAB	BMW Group, Germany	UK
SKODA	GM, but under negotiation at time of print	Sweden
SMART	Volkswagen Group, Germany	Czech Republic
SCION	Daimler, Germany	France
SUBARU	Scion, Inc., USA	South Korea
TOYOTA	Scion, Inc., USA	Japan except for Tribeca (USA)
VOLKSWAGEN	Fuji Heavy Industries, Japan	Japan except for Alto (India)
VOLVO	Suzuki Motor Corporation, Japan	Japan except for Camry/Aurion (Australia) and Hilux (Thailand)
	Toyota Motor Corporation, Japan	Germany except for Polo (Spain and South Africa), Caddy (Poland), Touareg (Slovakia)
	Volkswagen Group, Germany	Sweden except for C30, S40 and V50 (Belgium)
	Ford, but under negotiation at time of print	

Kia Motors. The Korean government forced Hyundai to swallow up its nemesis back in 1998, after the Asian financial crisis saw Kia descend into bankruptcy, undermining collaborator Ford, which was waiting in the wings to swoop.

Of the other major players in Australia, this leaves four fiercely independent brands from Japan – Honda, Subaru, Suzuki and Toyota. Tellingly, it is Toyota that reigns supreme. Going it alone, Toyota has chosen to concentrate on its core car business, even after inventing and nurturing the luxury brand Lexus while others acquired or revived established marques at massive expense.

At the cheap end of the market, in 2005 Toyota closed down in-house competitor Daihatsu in Australia to make itself leaner when times became tougher.

What a far cry from the courtship craze of a decade ago! **QR**

SHIFTING BRANDS

Kevin Greenaway sent this article that should be of interest to members, given the difficulty in keeping up with all the changes in the auto industry. The article was written by Byron Mathioudakis and was originally published in a recent edition of the NRMA magazine *Open Road*. Thank you Kevin, and thank you to the author and the NRMA magazine's Editor-in-Chief David Naylor for permission to reprint it here. Photo: AAP Photo/Axel Schmidt

Clarke's Volvo Collection

Ray and Anne Clarke from New Zealand sent these photos of their Volvo (and lawn implement) collection, along with best wishes to the Australian Volvo Club members in the New Year. The cars include a unique 2-tone 1967 Amazon wagon (189,900 miles), a 1987 360GLT (215,000 km), a 1988 480ES (76,000 miles) and a 1994 440 GLT (176,000 km). Watch for a larger photo of Anne's 480ES on the cover of an upcoming Rolling magazine. Thanks for the photos Ray and Anne, and hello to all the Volvo Club members in New Zealand!



CLASSIFIED ADS: *Cars & Parts*

FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo) - fees waived at discretion of the editor. **Please notify the editor when vehicle or parts are sold.** Editor reserves the right to edit or withhold ads if necessary.

NOTE: All standard classified ads will run for 2 issues. **If you want to re-run your ad after 2 issues or cancel the ad after the 1st issue, you MUST LET THE EDITOR KNOW!** This does not apply to "ongoing" ads for services/new parts.

DON'T FORGET TO CHECK THE WEB SITE www.volvovic.org.au for recent ads and colour photos!

1995 850SE Sedan. Burgundy with black leather. One owner, in excellent condition, with extremely low k's (83,000km). Asking \$13,500 ono. Phone Sinto 03-9331-1592 (AH) or 03-9744-1186 (BH)

GT Gauges, suits 242GT and many 2-series sedans and wagons. Fair



condition; Speedo in MPH/Miles \$250. Contact Simon via email: rachelj3@aapt.net.au

ORIGINAL RED 122s DOOR CARD SET (all four). Difficult to find in good condition and a fraction of the price of a repro set. Asking price \$50.00. Joe 0450703416. Brompton, Adelaide.

FOR SALE: As one lot. 1 x B20E injection cyl. head. 1 x ELRING head gasket 019.300 suit 2.1 litre overbore in B20 block. Set 4 matched weighed conrods "late" B20/B21 for 8 bolt crank. St 4 new plus 0.040 B21 pistons (92.88mm) with gudgeons and conrod bushes etc. 1 x set B20 "late" 8 bolt type plus 0.010 big end shells. 1 x reground 8 bolt crankshaft, 0.010. 1 x new reground WADE 206 grind camshaft suit 2.1 litre in B20. 1 x lightened and balanced flywheel, suit 8 bolt crank above. 1 x box 8 good s/h B21 pistons, standard, with gudgeons etc. 1 x box 8 conrods, 8 bolt crank style, all weighed and marked in grams. \$500 lot. John Keane, (03) 9877-7754.

FOR SALE: In one lot. 1 x B20

block, standard bore, with bearing caps. 1 x crankshaft, 8 bolt late type. 1 x matching 8 bolt flywheel. 4 x conrods heavy type with 4 good standard B20 pistons to suit 8 bolt crank. 1 x spare flywheel to suit 8 bolt crankshaft, exc. cond. To clear, \$200. John Fleming, (03) 9877-7754.

Head gasket, 164 (B30) ELRING 236.927, with matching rocker cover gasket. Bargain: \$65 pair. John Fleming (03) 9877-7754

New 1800 factory bonnet, old stock, 1800 models from 1961-73 coupe and estate ES. THE LAST ONE! \$1,500. At Blackburn. Freight extra. John Fleming, (03) 9877-7754

Box of rare 1800 parts... left exterior door handle, complete, mint chrome, suit upswept chrome door series. Early blue faced oil pressure gauge, tested 100% against master gauge, exc. cosmetic condition. 4 x excellent black switch knobs not faded. 1 x interior early door handle "paddle" and Pair bonnet roller catches/brackets, assorted nuts and bolts. \$200 the lot. John Fleming (03) 9877-7754.

Engine, B18D ex 66 122. Recent rebore to 0.030, just had head overhaul, flywheel refaced, new neoprene crank seals, painted and detailed. Suit 122, 1800 or a 140. \$2,000. John Fleming, (03) 9877-7754.

Engine, B20B Standard bore. Honed, fitted new rings, crank bearings, timing gear, new neoprene crank seals, refaced flywheel, reco head with new valves. Painted and detailed. Suit 122, 1800 or 140. John Fleming, (03) 9877-7754.

1974 164E. Beige with tan interior. Good body & paint. Interior needs



TLC. 15" 5 spoke Volvo alloys. Price \$2000 firm. Car is in Melbourne. Contact Graham Spence by email on: spannergoesdigital@hotmail.co.uk

1984 240GL. Yellow, auto, 200K. Mechanically sound and recently

serviced. Contact Mrs. Hicks on 9558 7429

1980 245GL QLD Registration current and valid to April 2010.



Current Kilometres: 298,109 –last service at 297,950. Full service history available. Contact: Mon-Fri (07) 3166 7507 during business hours. Sat-Sun (07) 3832 2820. Price: \$3,000. Brisbane.

1981 245 wagon, red, 4 speed manual, power steering, air-con (needs gas?). Good goer. Was used regularly until reg ran out recently. No further use. As is \$950 ono. Bill - Melb 0429 425 759

1988 240 wagon, red. 7 seater, genuine 5 speed manual (not overdrive), power steering, air con (needs gas), mags, near new tyres, very good all round condition, driven regularly. Recent new paint to bonnet, roof and rear tail gate. No rust. Reg till Sept 2010. WB 007 plates not included. \$2,950 ONO. Bill - Melb 0429 425 759

Mags set of 5 GT Virgo style 15". Recently checked – true and straight. Very good condition but could use paint. \$300 ONO Bill - Melb 0429 425 759

Mags and tyres. Set of 5 GT Virgo style 15" with 4 as new Falken 205/60R/15 radials (only 5 months old - worth over \$600) \$800 the lot. Bill - Melb 0429 425 759

Personal plates – Vic – RE 245. \$175 Bill - Melb 0429 425 759. Purchaser to pay transfers.

Wanted: Set of 4 or 5 plain Volvo wheels 15" diameter and 4.5" width. Part No. 657838 (4.5" from early 1800 coupe) or Part No. 662842 (4.5" from early 122 station wagon). Contact Hugh Shorten. 0448 503 487 or (02) 4448 8265 or email hughshorten@bigpond.com

1973 1800ES. Automatic. \$12,500 ONO. Metallic Blue with Black Leather Interior (Brand new leather seats). Does have some rust that needs attention, otherwise in pretty good shape. Mechanically sound

and well serviced at P1800 specialist Voldat. Car is in Melbourne. Please Contact Campbell 0412 059 222 or email carm.morris@gmail.com

2 Lambswool seat covers to suit 1984 Volvo 240 front seats. Beige. Very good condition \$120. Peter (03) 9766 4014 or 0408 567 335

VOLVO CLASSIC CAPS. Logo is the original side pillar badge fitted to the Jensen P1800. Two styles are available: ADULT-Dark blue



crown with tan suede peak & button, badge is dark silver on light silver with yellow & blue shield insert as the original car badge. CHILD-Black crown with yellow peak & button/vents, badge is yellow with yellow & blue shield insert. \$15.00 each plus posts and pack. 1 off Cap \$15.00 + PP \$5.00 = \$20.00; 2 to 3 Caps \$15.00 each + PP \$7.00. NOTE: For international post OR 4 or more hats postage email for quote. Phone enquiries: Jan 041 251 78 48 or SMS your email. If you want a colour pic or order Email- volvocaps2000@yahoo.com.au

PLEASE Advise the Editor if your items sell, or if you wish to re-run your ad for more than 2 issues.

DVS Volvo 240 strut tower to tower brace. Suit B21/B23/B230 powered 240s. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in

charcoal metallic pearl. \$210.00

DVS Volvo 240 aluminium checkerplate sumpguards. Bolt up in place of the original plastic belly pans. Designed for motorsports usage. Made from 2mm thickness (4mm high ridges) aluminium checker-plate and will fit all 240 series Volvos. \$99.00

Weitec Performance Springs for Volvo models including 850, C70/S70/V70, S80, S60, S40/V40 as well as new S60/V70 and S40/V50. Lowering of approx 35mm from standard ride height (less on R models and cars equipped with sport suspension packages.) Ride is firmer and handling is improved. Call or email DVS for further enquiries.

Hi-Tuning ECU upgrades for later model Volvos are now available through DVS. Call or email for specific details for your vehicle and pricing.

Brembo and ATE slotted brake rotors. Call DVS or email for details.

DVS Volvo 850 & P1 x70 strut tower to tower brace. Suit 850/C70/S70/V70 cars from 1993 to 2000. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. \$270.00

DVS Volvo 240/260 Adjustable panhard bar. Features adjustable rod-ends and includes appropriate spacers. Improves cornering lateral stability and allows adjustment of rear axle position. Ideal for lowered cars. Powder coated in charcoal metallic pearl. \$270.00

DVS Volvo 850 & P1 x70 aluminium checkerplate sumpguards. Suit 850/C70/S70/V70 cars from 1993 to 2000. Bolt up to the

subframe rails using machine screws supplied. Pre-drilled holes for the machine screws and an opening for the sump plug. \$215.00

DVS Brake conversion kits for Volvo 240. Convert Volvo 240s to use the large, all aluminium 4 spot front calipers from Mazda RX7 Turbo II cars. Provides a dramatic improvement in braking. Adaptors available for \$149.00 per pair. Other required components also available. Please call or visit the DVS website www.dvs.net.au for more details.

VP Tuning Updates:

TME/Simons exhaust/downpipe order has arrived!!! Well, after a long journey the exhaust kits have finally arrived and will be cleared by customs in January. Most kits have been allocated but we still have some of the 850/X70 turbo kits. All of the 850 kits are now TÜV certified, meaning they are approved to be sold worldwide. For up-to-date price or to reserve your kit please give us a call.



From our recent o/s trip to Europe we have collected some very nice Volvo model cars. Couldn't buy everything of course but if there is one you are after give us a call.

See the Victorian Events Calendar for information on the proposed September 2010 TME visit, and contact Mark if you're interested. Mark Richardson, VP Tuning 0403-814-545

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performance parts to suit most volvos

ashleigh davies

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VP Tuning

Volvo Performance Parts

Mark Richardson

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Australia

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fax +61 3 9775 5302
mark@vptuning.com.au

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



<p>() <u>New Application</u> (1 year membership from date of payment.)</p> <p>() <u>Renewal</u> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>
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<p><u>Your Details:</u></p> <p>First Name: (Mr/Mrs/.....).....</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Postal Address:</p> <p>.....</p>	<p>Membership number (renewal only)</p> <p>Surname:</p> <p>.....</p> <p>State: Post Code:</p>
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<p><u>Contact Details:</u></p> <p>Phone: (.....)</p> <p>Email:</p>	<p>Mobile: (.....)</p>
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<p><u>Car(s) Details:</u> (You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)</p>					
Model	Year	Colour	Reg. No.	Engine No.	Body Style
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.....
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<p><u>Membership Type:</u></p> <p>() Adult Membership (\$40)</p> <p>() Student/Pensioner (\$20)</p>	<p><u>Payment Details:</u> Amount paid \$.....</p> <p>() CHEQUE () MONEY ORDER () OTHER.....</p> <p>() DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)</p>
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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p>	
<p>Signature</p>	<p>Date.....</p>

<p>For information about the club please contact the President Heino Nowatzky on 0425-705-045.</p> <p>For information about your membership please contact the Membership Secretary Greg Sievert on 03-9397-5976 (AH) or email greg.sievert@gmail.com</p>
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<p>Please send this form with payment or direct deposit receipt to:</p> <p>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</p> <p>If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to greg.sievert@gmail.com</p> <p>Thanks for joining or renewing your membership with the Volvo Car Club of Victoria.</p>



VOLVO DEALER LISTING AUSTRALIA

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Rolfe Motors

29 Botany Street
Phillip ACT 2606
Telephone: (02) 6282 4888

NEW SOUTH WALES

Allan Mackay Autos

239 Argyle Street
Moss Vale NSW 2577
Telephone: (02) 4869 1100
<http://dealerpages.volvocars.se/au/en/dealerpages/5142/default.aspx>

Alto Volvo

(Sales) 393 Pacific Highway
Telephone: (02) 9412 7555
(Service) Unit 3, 65 Whiting Street
Telephone: (02) 9939 4072
Artarmon NSW 2064
www.alto.com.au/volvo-sydney/volvo-sydney

Annlyn Motors - Dealer of the Year 2008

93-99 York Road
Penrith NSW 2750
Telephone: (02) 4722 9900
www.annlynmotors.com.au/

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Coffs Harbour NSW 2450
Telephone: (02) 6656 8700
www.bellbowriemotors.com.au/

Jason Wagga

42-50 Dobney Avenue
Wagga Wagga NSW 2650
Telephone: (02) 6925 3211
www.jasonwagga.com.au/showroom/volvo.asp

Peter Warren Volvo Cars

13 Hume Highway
Liverpool NSW 2170
Telephone: (02) 9828 8123
www.peterwarren.com.au/index.php

Purnell Volvo

996 King Georges Road
Blakehurst NSW 2221
Telephone: (02) 8558 7000
www.purnellmotors.com.au/page/volvo.html

Southern Classic Cars

115-119 Princess Highway
Fairy Meadow NSW 2510
Telephone: (02) 4254 2000
www.southernclassiccars.com.au/

Trivett Volvo - Parramatta

70 Church St
Parramatta NSW 2150
Ph: (02) 9841 4115
www.trivett.com.au

Trivett Volvo - Eastern Suburbs

75 - 85 O'Riordan Street
Alexandria NSW 2015
Telephone: (02) 8338 2615
www.trivett.com.au

Woodley's Motors

200-208 Marius Street
Tamworth NSW 2342
Telephone: (02) 6763 1500
www.woodleys.com.au/Volvo

NORTHERN TERRITORY

Darwin City Moteur

34 Stuart Highway
Stuart Park NT 0820
Telephone: (08) 8946 4444

QUEENSLAND

Austral Volvo

773 Ann Street
Fortitude Valley QLD 4006
Telephone: (07) 3248 9488
www.australvolvo.com.au/

Pacific Volvo

129 Sugar Road
Maroochydore QLD 4558
Telephone: (07) 5458 9738
dealerpages.volvocars.se/au/en/dealerpages/4143/

Southern Cross Volvo

Cnr James St & Anzac Ave
Toowoomba QLD 4350
Telephone: (07) 4690 2333
dealerpages.volvocars.se/au/en/dealerpages/3334/

Southside Volvo

Cnr Buranda Street & Logan Rd
Buranda QLD 4102
Telephone: (07) 3895 3535

Sunshine Volvo

179 Nerang Road
Southport QLD 4215
Telephone: (07) 5509 7100
www.sunshinevolvo.com.au/

Tony Ireland Volvo Cars

54 Duckworth Street
Garbutt QLD 4814
Telephone: (07) 4726 7700
www.tonyireland.com.au

Trinity Volvo

94 McLeod Street
Cairns QLD 4870
Telephone: (07) 4050 5028
www.trinityauto.com.au/

SOUTH AUSTRALIA

Solitaire Volvo

32 Belair Road
Hawthorn SA 5062
Telephone: (08) 8272 8155
www.solitaire.com.au

TASMANIA

Performance Automobiles

281 - 301 Argyle Street
Hobart TAS 7000
Telephone: (03) 6210 7000
www.performanceautomobiles.com.au/

WESTERN AUSTRALIA

Barbagallo Volvo

1286 Albany Highway
Cannington WA 6987
Telephone: 08 9231 9777
www.barbagallo.com.au/

Premier Motors

393 Scarborough Beach Road
Osborne Park WA 6017
Telephone: 08 9443 1133
dealerpages.volvocars.se/au/en/dealerpages/2644/

VICTORIA

Altitude Volvo Brighton

913 Nepean Highway
Brighton VIC 3204
Telephone: (03) 9576 5399
www.altitudevolvocars.com.au

Bilia Hawthorn

139 Camberwell Road
Hawthorn VIC 3122
Telephone: (03) 9882 3600
www.bilia.com.au/

Melbourne City Volvo

Cnr Turner St & Ingles St
Port Melbourne VIC 3207
Telephone: (03) 9684 1070
www.melbournecityvolvo.com.au/

Silverstone Volvo

591 Doncaster Road
Doncaster VIC 3108
Telephone: (03) 9840 8868
www.silverstonecars.com.au/volvo/

Rex Gorell Volvo

212 - 224 Latrobe Tce
Geelong VIC 3220
Telephone: (03) 5244 6222
www.rexgorell.com.au/volvo.htm

VOLVO FOR LIFE



ON THE BACK COVER: The MTE S60 project car. Watch for the story in the next edition of *Rolling*. We're hoping to have MTE out in Australia later in 2010 - see the events calendar or contact Mark Richardson (VP Tuning) for details!

If undeliverable return to
Volvo Club of Victoria
PO Box 3011
MOORABBIN EAST VIC 3189

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