

# ROLLING

AUSTRALIA #201

March/April 2012



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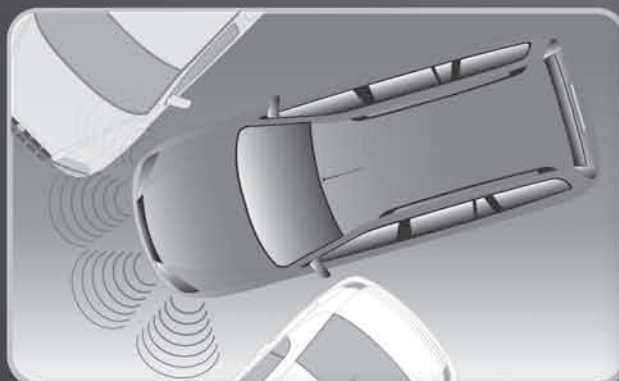
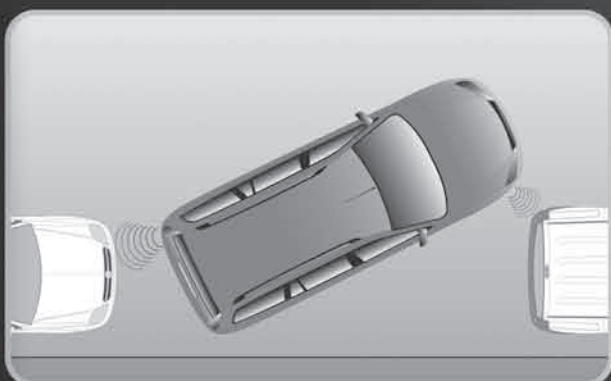
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# ROLLING

Rolling Australia March/April 2012, Issue 201

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

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On the Cover: The new Volvo V60 by John Ware.  
Internal design and layout by Ben Winkler.



# Victorian Events Calendar

FOR THE LATEST EVENT UPDATES AND INFORMATION VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

## March

### 7 (Wed)

#### Night Meeting, 8PM

Guest speaker from Victoria Police.

South Camberwell Tennis Club,  
332 Burke Road, Glen Iris,  
Mel/Ref 59 H6.

Visitors always welcome!

### 9-11 (Fri-Sun)

#### Phillip Island Classic Festival of Motorsport

Once again there will be a display of club cars as part of the Shannons Classic Walk. Discount entry tickets for display vehicles are available (display car and driver enter for free, passengers 50% off regular entry fee).

Contact Lance Phillips if you're interested as he will have tickets and details.

### 9-12 (Fri-Mon)

#### Swan Hill weekend with the South Australian Club

A great opportunity to have a relaxing weekend and enjoy the sights of Swan Hill, and catch up with our South Australian Club friends.

Please contact SA Club president David Bennett on 0418 895 480 or 08 8556 5157 for more information.

Victorian members contact Greg Sievert so we can organise driving up in a group if there is sufficient interest.

## April

### 4 (Wed)

#### Night Meeting, 8PM

See the website for more information on tonight's guest speaker.

South Camberwell Tennis Club,  
332 Burke Road, Glen Iris,  
Mel/Ref 59 H6.

Visitors always welcome!

### 29 (Sun)

#### Volvo Club of Victoria Annual Display Day, in conjunction with the RACV Classic Showcase at Flemington Racecourse

This is our club's big day out - give your car a wash and bring it along to proudly display! Free BBQ for all club members. We usually have over 40 cars on show with the more the merrier. There are hundreds of British and European cars on display at the event, along with entertainment, food and other vendors. Display cars to arrive at 9AM. Gates open to public at 10AM. Admission \$13 for display car inc. passengers) pre-booked through the club or \$16 on the day. For more info visit [www.aomcclassicshowcase.com.au](http://www.aomcclassicshowcase.com.au)

## May

### 2 (Wed)

#### Night Meeting, 8PM

See the website for more information on tonight's guest speaker.

South Camberwell Tennis Club,  
332 Burke Road, Glen Iris,  
Mel/Ref 59 H6.

Visitors always welcome!

### 20 (Sun)

#### RACV/AOMC National Motoring Heritage Day

Yarra Glen Racecourse  
(Melway 275 C1). Gold coin donation for admission.

### 26-27 (Sat-Sun)

#### 36th Historic Winton ([www.historicwinton.org](http://www.historicwinton.org))

Highlights include non-stop classic racing featuring over 400 historic cars and motorbikes, car and motorbike displays, etc. Entry fees \$20 Saturday, \$30 Sunday, competition paddock \$5. Enquiries: Noel Wilcox, 03 5428 2689 email [noelwilcox@rocketmail.com](mailto:noelwilcox@rocketmail.com)

Contact Lance Phillips if interested in attending as the club may receive some free tickets.

Frisk's  
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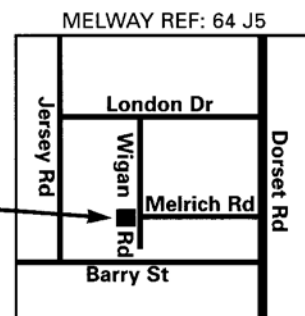
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Frisk's  
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# President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

I am writing this before the editor chases me up with a reminder about deadlines! We are well into the new year events now with the Great Australian Rally, Australia Day Rally and first night meeting.

Our first guest speaker spoke on reprogramming your car's ECU for performance or economy. It was interesting that a fair percentage of his work is with truck fleets wanting better economy. Most ECUs are tuned for an average between performance & economy leaving room for changes depending on the owner's requirements. He was also side tracked onto fuel having a background with BP, plus a few other things to make an interesting evening.

The tennis club rooms have been spruced up for a more modern appearance which is good. We feel back at home so to speak.

You will have received in this magazine an "Expression of Interest" flyer for the 2013 National Rally. We would like a reply ASAP to gauge numbers so we can continue planning the weekend. Members travelling a fair distance could consider extending their break as there is lots to see and do 'south of the border'. I look forward to hearing from you soon.

March is also a busy month for the Club with our friends from South Australia meeting us in Swan Hill for the weekend. Our March guest speaker is from the Traffic Operations Group of Vic police which should be interesting. He should have radar so take it easy going to and from!

The Historic Races are on again at Phillip Island so some will be attending as members get free entry and a good

parking location overlooking the front straight as part of the Shannons Walk.

Pam & I have been invited to Canberra for a week so will miss those events unfortunately, but hope to catch up with some members in the ACT.

With Victorian membership now exceeding 200, we're looking forward to a good year for the Club.

Regards,  
Lance Phillips  
President, Volvo Club of Victoria

## 242GT and 262C Register



Volvo 242GT/262C Register  
of Australia and New Zealand

Welcome 242 GT and 262 owners.

The interest in these unique models is still there with activity on eBay and CarSales.com.au although not yet as busy as 2011. That may change but time will tell.

I have my latest acquisition on Club Plates now but I seem to have developed a leak somewhere in the brake system so that will be rectified shortly. It is understandable having not much use in last 7 years. It does not do any car much good just sitting.

I ended up sending a grille to Canada for which Bruce was happy to be able to get due to a lack of spares in Canada and U.S.



The Great Australian Rally saw two 242GTs and three 262 coupes on display with Thorben's GLE filling in for his GT (which had head gasket problems). David Caligari's Lexus V8-powered GT attracted a fair bit of attention as did all the cars on display. As a group they attracted more attention than one on its own. Thanks to John Johnson, David Caligari, Len Ward, Doug Miller and Thorben Hughes for making a successful line-up on the day. As Register Captain I was well pleased.

My GT along with Len's 144 and Alex's 740 estate "starred" as extras in a short movie being filmed recently. The era was 70s-80s so cars of that period were required. Apart from the three Volvos there were two Celicas and a VW beetle. Our day was set at a garage in Bittern where some were required to drive past or make an appearance at the pumps.

The star of the movie is a 9 year old girl. Once the editing is finished in several months we are supposed to get a complimentary copy of the film so we can see what the plot is all about. It was a fun day out.

That about wraps it up for this issue.

Regards,  
Lance Phillips  
242GT/262C Register Captain

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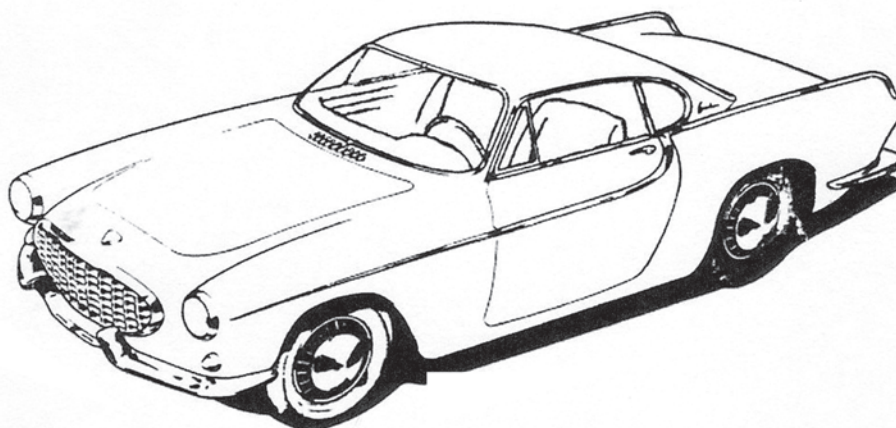
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# The Editor's Desk

GREG SIEVERT 03 9397 5976 AH 0401 713 595 MOB GREG.SIEVERT@GMAIL.COM

## New and Improved

Hi everyone - well, not all new, but you may have noticed that there have been some format changes to Rolling Australia. We continue with John Ware's great work on the covers and colour centrefolds (which won't appear in every magazine, but we will have several per year). John's work continues to impress us all as evidenced by your feedback (how great was the 1800ES anniversary artwork? I have a copy on my wall at work at HOLDEN... I may be biased when it comes to the model of course!).

New for this edition is Ben Winkler's touch on the inside of the magazine. Ben has taken a great deal of time to revamp and clean up many of the adverts and images, as well as develop a clean new layout with new fonts and formatting. I have yet to see the finished result as I write this because all I have to do is drop in the text and rough images, and Ben's going to do the fancy work of image placement, etc. I'm sure it will be great, and I appreciate both John's and Ben's passion, effort and time dedicated to the

magazine. As I told them, I aim to pull the info together quickly and with as few typos possible, and they will help make the magazine fabulous! Guess that's the difference between an engineer and an artist. Lance just reminded me that when he did his first stint in the club as editor, he used a manual typewriter, white-out, scissors and a glue pot for cutting and pasting. We've come a long way...

Don't forget to check out the events calendar in the magazine, and watch for updates on the club website. Look for coverage of the Swan Hill weekend with the SA club, as well as the Philip Island historic racing in the next Rolling magazine. Our club's big annual display day in Flemington is on the 29th of April this year - an event not to be missed! We usually have 40+ cars, so come along and make it even more this year. Held in conjunction with the RACV Classic Showcase, there are hundreds of British and European vehicles on display. The club provides a free BBQ for all members, and there's on-site entertainment, food and motoring memorabilia vendors - something for the



whole family to enjoy. We hope to see as many new members there as possible!

On the car front, the 1800ES is looking a bit forlorn, having been on jack-stands in the garage for over a month now. Some items needed attention (discovered thanks to the two Marks at the Voldat safety check day) including rear brake pads, flush and re-fill brake fluid, and a misaligned prop shaft. Once I got into it, nothing was quite as straightforward as I had hoped, hence delays waiting for some parts. Maybe I'll have the car ready to go for Swan Hill, otherwise it'll be a good trip in the gold 240 wagon.

Regards,  
Greg Sievert  
Editor, Rolling Australia

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# News

FOR THE LATEST EVENT UPDATES AND INFORMATION VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

## Magazine Postage

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

## Treasurer's Report

Bank balance at 22 February 2012: \$5273.72. The club has recently purchased a notebook computer for use by the treasurer and at club meetings. Once the finances are loaded into the new computer, we can expect a more streamlined reporting process for the end-of-year financial reports with our accountant.

*Adrian Beavis*  
Treasurer

## New Club Stickers!

The new club stickers are now available for purchase. They are highly-detailed "3-D effect" stickers with the clear polymer "dome" on top, and look great on the back window of your car (or on your fridge, computer, etc.)



Size is 65 mm in diameter approx. Prices are as follows: \$4 each, or 3 for \$10, or 4 for \$12. Stickers are available for pick-up at the night meetings, or can be posted for \$1 extra regardless of quantity. Lance is handling the sales, so please see him at the meeting or contact him on 03-9707-2724 or via email [lancephil@bigpond.com](mailto:lancephil@bigpond.com). John Johnson at Voldat also has them available for sale, or you can pay for stickers when you renew your membership and they will be posted out with your next magazine and membership card.

## Welcome New Members!

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

- Clayton & Gay Wilson (242GT)
- Rodney & Claire Wilson (242GT)

- Robert Susanj (164, 740T, 240)
- Joyce Brown (C30 T5)
- Mark Brown (V70)
- Samuel Thorpe (122S)

As of 22nd February 2012, the club has 202 members, with 22 having outstanding membership payments due. Note you should receive a renewal form in your magazine when your membership is due to expire. There's also an expiry date on your mailing label on the back of the magazine.

Payment can be made by cheque, cash (at the night meeting) or direct deposit (details on the renewal form - be sure to include your member number and name on the direct deposit memo). Your new membership card will be posted out with the next magazine following receipt of your renewal payment.

Remember, if you have a car on Victorian club (CH) plates linked to the Volvo Club of Victoria, it is mandatory to keep your membership current. The club is required to advise VicRoads if any member with club plates allows their membership to lapse. Refer to [www.aomc.asn.au/cpsnewfaq.htm](http://www.aomc.asn.au/cpsnewfaq.htm) for Frequently Asked Questions. The FAQ were also reprinted on Page 14 of the Sep/Oct 2011 magazine.

If you have any questions about your club membership status, please contact the membership secretary, Greg Sievert on 03 9397 5976 or 0401 713 595, or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)

## Birth Announcements

Members are invited to send a picture of their new acquisitions with a brief write-up, for use in upcoming editions in the Announcements section.



**Kevin Holden** writes: "A re-birth? A new identity has been established for a well known vehicle (aka "ANN-240"). Volvo rescued. I had a need short term for another vehicle for general run-about duties. A 1988 240 GL wagon was available. It was going cheap, in reasonable condition, on LPG (the clincher) and needed very little for a RWC.



You just can't say no. Now I can concentrate on the Bertone project. Getting rego on Wednesday 1st. just in time to drive to the meeting."

**Mark Hoffmann** has a new V70. It's a 2004 V70 2.5T Aktiv low-pressure turbo in Ash Gold with Off Black / Sisal interior, 17" Thor alloys, bought new and traded back to Bilia Volvo with 80,000kms travelled, purchased there by Mark in December.



See full write-up and more pictures in Mark's 240/260 Register column in this edition of Rolling Australia.

**Mark Icton** has been busy, having sold much of his substantial fleet! He recently picked up a 2004 V70R (pictured), and orange 245L still fitted with the original load floor and cargo divider panel, a 122 sedan ("rescued" from Adelaide) and the Editor's 121 wagon (a longer-term project car).



## Odd Spot...

Mark Richardson has finally parted ways with his trusty white 240 sedan (after 14-1/2 years of service) and replaced it with a V40.



Heino Nowatzky can't help himself and picked up an 850 on "EvilBay" that needs some mechanical work, but is a very tidy car.



Here's an equation you probably didn't learn in school: European cold snap + Swiss ingenuity = wood-burning stove in a Volvo.

Europe is being hit by severe cold weather that started two weeks ago, and the Continent's deep freeze expected to continue until mid-February.

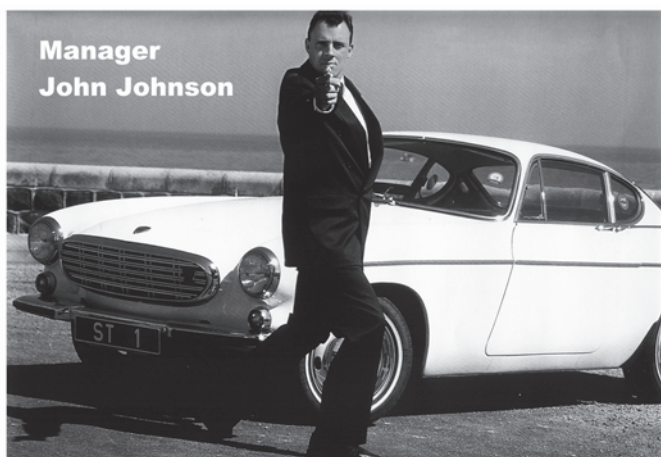
Still, that hasn't stopped one enterprising man in Switzerland from venturing outside in his slightly modified Volvo. And by "slightly modified," we mean he took a whole wood-burning stove and put it in his car.

Pascal Prokop, who lives in Switzerland, caused a minor internet stir when photos of his stove-car near Mettmensstetten, a town 25 kilometres south of Zurich, began to circulate on Friday.

REUTERS/Arnd Wiegmann



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Torrensville Plaza, Sa 5031

Please note that all SA Club related  
magazine submissions should be sent to:  
Craig Rasmussen  
craig.s.rasmussen@team.telstra.com

## Clare Weekend Away

On the weekend of 28th and 29th October 2011 a number of South Aussie members travelled to the picturesque Clare Valley wine growing region. Departing on Friday at various times, the retirees first, we arrived at the Clare Caravan Park for our accommodation. Most of the softies opted for onsite cabins, with some adventurous souls bringing their motorhome and caravan.

The park is quite spacious and well equipped and we gathered in the sheltered camp kitchen for a BBQ tea and an evening of catching up around an open fire. Even in October Clare evenings can be chilly.

Saturday morning after a hearty communal breakfast we headed out to Sevenhill produce markets.

Whilst quite small there was a reasonable range of fresh produce and browsing the market and the nearby antique shop proved interesting. A short drive to historic Mintaro for morning tea proved futile as the local hotel manager said he couldn't possibly cater for our numbers without a booking. The manager at the Mintaro Maze was much more pleasant and despite a small cappuccino machine managed to serve us all in short order with coffee and cake.

After looking around Mintaro and the maze we returned to Sevenhill and their magnificent bakery/restaurant for lunch. The rest of the afternoon was spent visiting wineries by some, and sightseeing by others. Saturday evening we gathered at the Bentley Hotel for dinner, drinks and Volvo talk.



*Welcome to our  
newest member:  
Clive Page!*



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## Volvo Car Club of SA 2012 Events

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### March

- 9 - 12 Swan Hill – Joint Event with Victorian Volvo Enthusiasts  
9.00am – Meet BP Truck stop, Adelaide side of Tailem Bend (about 2km past old Tailem Town).  
Please book your own accommodation needs in Swan Hill.  
Majority staying at Big 4 Riverside,  
1 Monash Dr, Swan Hill, VIC  
PH (03) 50321494  
Please advise David on (08) 8556-5157 if you are coming so we know numbers for the convoy from Tailem Bend (so no-one gets left behind).

---

### April

- 1 Monarto Zoo  
9.00am Meet McDonalds Cross Roads  
BYO lunch or purchase at the cafe.

---

### May

- 11 Club Meeting  
7.30pm – Glandore Community Centre  
20 Mystery Drive  
9.30am Meet Glandore Community Centre  
BYO lunch or purchase along the way

---

### June

- 17 Historic Registration Vehicle Inspection & BBQ  
Compulsory historic vehicle inspections, all members and vehicles welcome. Use of hoists will be limited and Chris will be happy to answer mechanical questions. BBQ supplied by the Club. Please BYO drinks, chairs and a salad or dessert to share.  
Please contact Helen on 8341 8908 by 15 June with numbers to assist with catering.

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### July

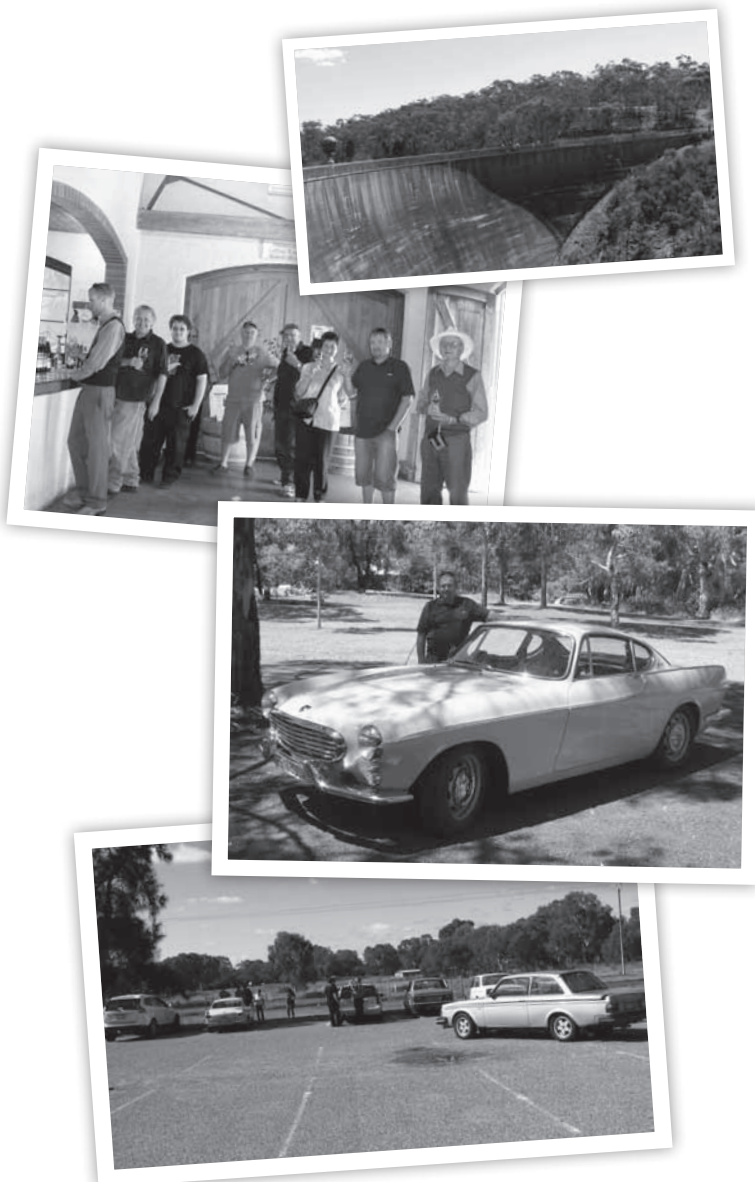
- 13 Annual General Meeting  
7.30pm – Glandore Community Centre  
Members with vehicles on Historic Registration please remember to bring along your log books for stamping.



### Picnic at Bethany Reserve 13th February 2012

Members gathered at White Horse Inn for drive to Bethany. We had a Smoko stop at Lyndoch. New member Jeffery Bullock came along with his bright yellow '62 P1800S. Some of us sampled the vintage at Bethany Wines, and we also visited the Whispering Wall at Williamstown.

*Craig Rasmussen*



# Volvo Club of Victoria Events

FOR MORE EVENT GALLERIES, VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

## Great Australian Rally

On the 15th January veteran, vintage and classic cars of all shapes, sizes and models were flagged off from their respective starts in the city, Stud Park and Hastings Marina. At Stud Park we were flagged off by well-known TV celebrity and classic Jaguar owner John Wood.

From whence they started they descended on Mornington Racecourse in droves. Well, around 800 vehicles were entered for this year.

We were allocated a good site against the fence which allowed the Club banner and my Volvo umbrella to be secured to afford us some shade as the day wore on and it warmed up.

The Volvos were represented by:

John Johnson:	Silver 262C
Len Ward	Gold 262C
Doug Miller	Gold 262C
David Caligari	242GT V8
Lance Phillips	242GT
Thorben Hughes	240GLE

In another part of the display were Fiona's red 164E and an 1800S from the Peninsula Car Club.

Other club members who were in attendance were John Elliott, Peter Digby, the Raynor Brothers and Phil Dawkins in his Ford Capri and "honorary" member Allan Marriage from Ballarat who was Thorben's co-pilot. Allan has been to many events and rallies and is always welcome.

Once we were parked it was then off to drool over some of the beautiful cars on display as well as the remainder of vehicles which made the pilgrimage to Mornington this year. Other things to do was check out the various stalls selling motoring memorabilia and food as well as pick up pre-ordered merchandise like badges and shirts. A band provided music to enjoy. Small go karts and slot cars kept the children amused. Later the costumes were judged and the winners of various car classes announced.

It was a successful display of 242GT and 262C models which attracted a fair bit of attention and photos from the public and entrants. A mechanical fault precluded Thorben from bringing his 242GT but the immaculate red GLE did not look out of place at all.

*Lance Phillips*







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## Australia Day 2012

Australia Day 2012 provided excellent mild weather for the Rally in the Domain Park.

In excess of 400 vehicles pre 1977 vintage departed start points for the trip to the city. Most vehicles were in place on the walking tracks by 10am prior to the thousands of people who were celebrating Australia Day in the city arrived.

Club cars attending were 1800S [John Johnson], 122S [John Grant], PV544 [Len Ward] and 142 [Lance Phillips].

Other members who dropped in for a chat were Philip & Nick Perkins [pushbikes] and Andrew Marney [walking stick after an operation].

As usual the PV544 and 1800S attracted the most attention but the 122S and 142 were also the subject of many photos which was good.

There were many conversations with us and the public but two were quite interesting. One lady owns a 1986 740

Estate which she picked up at the factory in Gothenburg. She then travelled around Europe before sending it home to Arizona in the U.S. She still owns it today. She and her husband spend 3 months in Australia each year.

The other conversation with a lady centred around being courted in a PV544. Len thought his luck had changed as she was a widow as well but she was returning to Canada after her holiday. I think Len was relieved.

Comments by passing public included I had a 144 or a 244 years ago and "Is that a Volvo" referring to the PV.

The multitude of Australia Day activities included Open House at the Governor's Residence, the RAAF Roulettes, displays of dog agility teams, SES, The Royal Flying Doctor, Scouts and much much more.

A great Australia Day was had by all.

*Lance Phillips*



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# SCOOP! The New V40!



The new Volvo V40 is to be revealed in March at the Geneva Motor Show. These photos were posted on a Polish Facebook site, and appear to be the real deal. Note similarities to the new V60, S60 and XC60. Volvo seems to have done a great job capturing the essence of the latest Volvo styling in the new small hatchback cum wagon. If you look closely, there's even an up-kick in

the rear door just above the door handle that looks very similar to the feature in the P1800 front door!

Will it replace the C30 and current S40/V50? What engines will it have (it's rumoured to have the first of Volvo's new VEA - Volvo Environmental Architecture - engine family). Who knows until Volvo officially unveils their plans... watch this space!





# 240/260 Register

MARK HOFFMANN 03 9335 3946 VOL244@HOTMAIL.COM

## Upgrading to a "modern"

Welcome, club members, to this issue's 240 Series Register Page. This being my first magazine submission for 2012, I could offer the customary well-wishes for the New Year, which would seem a little odd this far in, so suffice to say that I hope this magazine finds all members in good health and spirits. So I'll launch right into the big automotive news in the Hoffmann family Volvo stable for 2012, for those of you who don't already know, that shortly before Christmas your illustrious 240 series Register Captain made that quantum leap into the realm of modern-age Volvo motoring, and purchased himself a 2004 V70T...and doesn't he love it too!



But this space is, after all, a forum for the 200 Series, so firstly let me assure you all that my new acquisition in no way signals a shift in loyalties away from the 240s. My familiar white 1976 244DL and blue 1985 240GLE aren't about to appear in the classifieds any time soon (sorry gents) and I remain committed to owning and driving them, to promoting enthusiasm for and knowledge of the series, and to this role on the committee of the Volvo Club of Victoria. But, and with more than a little tinge of sadness, my gold 1991 740 wagon and faithful daily driver for the past five years has had to be moved on to make way for the new car, as I simply can't accommodate nor maintain more than three vehicles of my own. In fact, with the new club permit scheme in place and with my early 244 covering rather few kms annually, I took the step (crossing a difficult psychological barrier in the process) of moving that car off full registration for the first time in its history and onto club plates, as I simply could no longer justify the expense of fully registering a car that's used so infrequently. Doing so, in

reality, changes little, with just the small administrative matter of filling in the Vicroads logbook for each use, plus fitting those ungainly permit-issue burgundy number plates over the top of my personalized blue and white ones and their protectors. Why over the top? Because they truly make the car look like a vintage relic to me, and I take the ugly things off again whilst the car is idle in the garage! [I agree Mark! Ed.]

Meanwhile, I leave my 740 wagon in the capable hands of fellow Volvo Club member Peter Riggall from Tasmania, who had expressed an interest in the car some time ago should I ever decide to sell it.

I contacted Peter in December when my new car purchase looked like becoming a reality, and he was more than glad to take it on to replace his 240 wagon, which he duly sold onward. When I put it like that, it seems I'm working against rather than for the 240s these days! In any case I know Peter appreciates the 740 with its many upgrades

and accessories and its excellent condition throughout, and will take care of and maintain it in a similar manner to myself, and that's certainly some consolation. I can say in all honesty that the 740 was a great car in the fine Volvo tradition, and faultlessly gave me five years of reliable, comfortable and practical service. As my first wagon and foray into the 700/900 series, it was also an ergonomic step up from the 240 and more importantly, demonstrated just how practical and useful a Volvo station wagon could be. It's primarily for this reason that the car that replaces it is also an estate model.

With the other members of my household now driving late model Volvos, and even my brother-in-law who has no pre-existing Volvo loyalties looking seriously at a new S60 or V60 to replace his 2005 Honda Accord, towards the end of 2011 I began scanning the online classifieds in earnest for a pre-owned V70 (Phase II; 2000-2007) that would tick the (many) boxes of my requirements and become a worthy long-term member of our Volvo fleet. I'll spare readers all the specifics of my search criteria, but I can say



that in being wary of the pre-2004 models in view of their notorious and troublesome transmission valve body and throttle module problems, and not quite being prepared to pay the much higher values attracted by the latest models in the series, it made for rather lean pickings on the second-hand market. I was also particular about colour combination, given that I'm not keen on the dark exterior colours, nor the obligatory mono-tone "off black" interiors which are so prevalent in current and earlier models. Colour might seem to be a comparatively superficial consideration in a used car choice, yet it's an important factor in a car that one needs to live with and of course enjoy on a daily basis. I also know that had I included XC70s in my search parameters I could have greatly increased my options, as the V70's slightly more rugged cousin seems to have been by far a more popular seller for Volvo. But as nice a vehicle as they are, I was keen to find the genuine wagon without all the plastic cladding and high-riding attitude of the XC's.

Over the course of a couple of months of searching, the closest I came to an actual inspection was a Sydney-based car which looked the goods and was offered cheaply, as the gearbox required the aforementioned work and the owner was keen for a quick sale before returning overseas. Ultimately though, the difficulties in arranging to buy an interstate car prevailed, as the owner was unprepared to deal with the demands of a remotely-located and fastidious buyer unable to easily inspect the car in person, so it soon sold to a local buyer. Although far from ideal, car buying from interstate can be rewarding if the right car fails to present itself locally, a lesson we learnt in the purchase of Gudrun's S40T from a private seller in Sydney a few years ago. To this day, no local example we have seen has matched the condition, specification and overall appearance of that car. However, for the fussy buyer, it requires a very cooperative seller prepared to engage in a dialogue, provide many reference photos, and ideally to supply the car to a local Volvo specialist garage for a





pre-purchased inspection. This all needs to precede making a trip for a personal inspection and ferry home, so it certainly makes me glad that I found my ideal car locally and fairly quickly without having to go through that process, nor that I have to face the possibility again for a few years.

The car I ultimately purchased, shortly before Christmas, is a late-build 2004 V70 Aktiv model which appeared on Carsales.com.au in late December for sale by Bilia Volvo in Camberwell, and also on their website offered as part of their Volvo Selekt range of approved used cars. The vehicle had been sold and serviced by them and recently traded back by the original owner on a current model V70 wagon. The so-called Aktiv (activity pack) model of 2004 has the low pressure turbo motor and was in fact the last turbo, notwithstanding the subsequent XC70s, offered in the V70 range before the arrival of the current-generation V70, a six cylinder, in 2008. In addition to the already high specification of the T model, some other great features of the Aktiv include large 17" Thor alloy wheels, a rear roof spoiler, sport design seats and rather rare Sisal (think cream) sport leather upholstery in an off-black interior. I'm also grateful to the original owner for opting for the metallic Ash Gold exterior, my colour of choice among those offered, and for having specified the optional electric glass sunroof!

Bilia prepped the car and placed it in their yard, advertising it online initially with photos pending, which is when it caught my eye. The low mileage, high specification, full history and billing as an example that "looks and drives like new" suggested that it was worth an inspection and test drive ASAP. Apparently, the vehicle attracted a fair bit of interest in the days before I was able to view it

that weekend and I'm told that a local gentleman saw the car and purchased it immediately for his young son, yet to earn his license. In the interim, the young man's mother learned of the transaction and vetoed the deal on account of the car being a turbo and deemed too powerful for a novice driver, prompting the buyer to back out of the sale and reclaim his deposit. Shortly thereafter I arrived and the rest, as they say, is history. Following that, I'm told, the original buyers rethought their decision, and returned for the car - but too late. I can't help but think that I will be a better custodian of this one than any P-plate driver!

Thus, the lack of 240 content in this article reflects the fact that for the most part, the 240s have been sitting idle in the garage whilst the V70 receives the royal treatment of car care throughout. Aside from a few customary supermarket bumps and alloy wheel scrapes on the outside, all of which are being attended to, there is very little wear, particularly to the interior, to attest to the car's 7+ years on the road. The driving experience feels as a new car should with plenty of smooth and quiet power and a pleasant absence of squeaks, knocks, and ambient noise, and the advanced ergonomics ensure that the car fits like a glove for driver and passengers alike. Behind the wheel, and having never owned a turbo before, I'm more than pleasantly surprised by the large amount of torque on tap from the 2.5 litre five cylinder low-pressure turbo motor, prompting me to wonder just how much more Volvo extracted from that engine platform in T5 or R guise, plus the economy is likely to be an improvement on anything I've owned before.

On the down side, visibility is reduced by the thick pillars and compared to the more angular Volvos of earlier times, and

it's hard for the driver to judge where the curving nose starts and ends. As for that turning circle, an ocean liner comes to mind when compared to the familiar tight radius of a 240. Also, the days of do-it-yourself servicing are all but over with these cars. It's do-able I guess, but when one considers the need for software updates, the resetting of service interval warnings and the need for specialized tool and analysis equipment, things are best left to an accredited workshop. For me, that means enjoying the drive, hoping that nothing goes wrong because that's bound to be costly, and turning my attentions only to the old 240s when I feel like getting my hands dirty.

As a final word on the purchase, I'd like to take this opportunity to thank and recommend the services of Stuart Orr and Rowan McGrath at Bilia Volvo in Camberwell for their professionalism, and for the considerable time they devoted in the process of selling me the V70. Bilia's stunning showroom and friendly staff always make visiting a pleasure, and I'm to be found there on many an occasion collecting parts and accessories for my Volvos new and old.

I should finish this article with at least one observation about the 240 series, that being that the number of these cars arriving at the self-serve wreckers seems finally to have dried up to a trickle. It's no surprise, I guess, given the vast numbers that have been wrecked over the past decade of my involvement, that one day the supply would dwindle, and in fact it's a real sign of the times when 850s noticeably outnumber 240s in the various yards. I can see a time in the not too distant future when the 240 series cars start to attract the attention of enthusiasts and restorers, just like the 120s of an earlier era have done. Volvo 240s, being the ultimate anti-fashion motor car of the 1970s and 80s, are already gathering a retro following of sorts, so it's only a matter of time I guess. By then, however, the local self-serve outlets and even the dedicated Volvo wreckers might offer lean pickings for what once were abundantly common trims, parts and panels. That's some food for thought, but I know I'll still be well stocked up! Until next time, I wish all members pleasant and safe motoring.

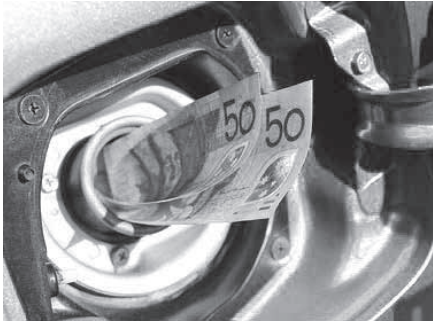
Mark Hoffmann  
240/260 Register Captain

# Brickbats & Bouquets

WITH GRUMPY

## Petrol @ \$2/\$3 per litre!

You think I'm joking. With the Iranians threatening to close the Straits of Hormuz, and the Chinese and Indians buying new



cars by the millions and with everyone using more petrol – the world will start running out of oil. So there is only one way for the prices to go and that is UP.

What are YOU going to do? Can you have your cake and eat it too? The answer is only with great difficulty. If you buy a new super-efficient hybrid car that uses very little petrol you will be faced with a high purchase price and as is usual with new cars, a lot of money in depreciation. While you can save money by recharging the batteries at night, what happens when



the batteries wear out? I have heard prices of \$5000 to replace a pack!

Buy a diesel. Once again more money for a car with a diesel motor than the same car with an efficient petrol motor. Then will the diesel cost more to service? Will you be happy with an oil-burner?

Certainly they have great pulling power, but they are certainly noisy (especially when idling) and can be smelly. When filling the tank you might get greasy oil on your hands.



Which choice you make depends on how you use your car. If you do a high mileage – say 20,000 to 30,000 kilometres per year – then certainly cost of fuel will be important. But if you just punt around the suburbs and only clock up 5,000 to 8,000 kilometres per year then the cost of fuel is only a small part of your annual costs.

The RACV used to calculate total cost of running new popular cars for a year and covering 15,000 kilometres, and worked out the cost per kilometre. Naturally the small cars with small motors were cheaper than the big heavy cars with big engines. But not as much as you would think. The **"standing"** costs of registration + compulsory 3rd Party insurance + insurance + depreciation cost a lot of dough. That is before you get to the **"running"** costs of regular servicing, repairs, oil, tyres and finally fuel.

Tyres are an interesting problem. You can buy tyres with "low rolling resistance"



supposed to improve your fuel economy... but they cost more. Recently I have seen a brand of tyre advertised that will "do 80,000 kilometres". The last time I fell for that one was with a popular European radial tyre that was used by taxi drivers. I fitted a set to my old car and immediately felt as if the car was running on rails, especially when cornering. But there was a downside. The steering did not have power assist, and at low speeds it was very heavy. I went off to the wrecker and bought two wheels complete with cross-ply tyres which I put on my front wheels in place of the radials tyres. So for quite a while I drove around Melbourne with



cross-plies on the front and radials on the back and when I went on a long country trip I'd swap the wheels around and have maximum radial road-holding. The reason why the tyres lasted longer than regular tyres was because the rubber composition was "hard". Now in Formula One racing the pit bosses fit tyres with **hard** rubber for a dry track and **soft** rubber for a wet track – for better road-holding.

## ANNIVERSARY CAPS

In recognition of the 1800's 50th Birthday we have made a special limited run of caps. Two colours available: Black cap with Gold badge and trim, Dark blue cap with tan suede peak with real look embroidered badge. Both caps feature embroidered badge of the original 1800 Volvo script on front with the logo below EMBROIDERED on the back.

The cost of each hat is \$26.00

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

*1800-50th Anniversary*





They do not use soft rubber for the whole race as the tyres wear quickly and require more pit-stops and wasted time.

On a trip to Mildura and back I had all radials on my car and on the return to Melbourne it started raining, and while travelling at 50 kph on a slow curve all four wheels lost traction and the car slid off the road, into a ditch and rolled over sideways ending up back on its wheels. I found out the hard way that even on a road car that hard rubber and wet roads are a bad combination.



Have you considered LPG? It only costs between 60 and 70 cents compared with \$1.40 to \$1.50 for standard unleaded. But you get fewer kilometres per litre than with unleaded. Most taxis still run on LPG so for heavy usage it is the way to go. However think carefully before you have your car converted. It will cost thousands of dollars and the pressure tank will take up most of your trunk [boot] space. Some time back I considered fitting LPG to my

car and calculated that with the distance I was covering it would take me nine years before I would save the cost of installation in cheaper fuel.

So how to keep car costs down? If I were about to dump my existing car I would look for a good compact to medium-sized car with low kilometres and about three to six years old.

The idea is to get a car with a lot of life in it and let someone else take the 50% depreciation. Yes, you may have to do a few minor repairs but nothing like the \$10,000 to \$20,000 you lose for the privilege and pleasure of owning a brand new car.

I guess you know the other basics...go easy on the loud pedal [aka accelerator] and the brake [glide up to the red light rather than stamping on the stop pedal at the last moment]. Keep the tyres well inflated and the car tuned for economy.

*Grumpy*



## R.I.P Saab



A wonderful sporting marque died January 2012.

Mourned by many lovers of fine machinery

It has been sad to read in the newspaper of the passing of yet another great marque.

Why is it the crap seems to go from success to success while the really good stuff bites the dust?



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# Volvo Car Club of NSW Inc.

## President's Message

What is going on with this weather! We had to postpone the Show 'N' Shine as the weather forecast predicted rain for the rest of February. The committee will be discussing whether to move the Show 'N' Shine to a new location, which has hard-stand parking to overcome the problem of a waterlogged venue.



It is nice to know that there are some good Samaritans still left in this world. Ralph lost his wallet on Boxing Day at our favourite and most popular diving spot near home, and was really surprised to look in the letterbox today to find the wallet in there. It turned up with all the money and cards intact..... just the coins were a little corroded from the salt water.

We want to say a big hello to Cecil Masfield, who is in a nursing home these days. I hope the magazine brings you some joy Cec.

The committee definitely have quite a busy year organised for our members, so I hope to see the majority of you at our events.

As this is the issue for April I would like to wish everybody a happy Easter and please drive safe during the holiday period.

Take Care, **Dolly**

## Important Notice

You are way over time for your membership dues.....you know who you are, so get out the cheque book and get moving!! There's a form a few pages along.

## Committee 2011



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## Monthly General Meetings

### Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road, Ashfield

8pm on the first Wednesday of each month

Next General Meeting is 8th February 2012

Social Dinner – From 6.30pm

**IF YOU HAVE PROBLEMS FINDING YOUR WAY CALL  
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# Social Calendar

## FROM THE DESK OF JOHN GRIST

By now you should have perused the outline for the 2012 Social Calendar in "Rolling", planned for Club events.

Your Committee are working on details for lunch runs; weekends away etc. More to come at monthly meetings and in future magazines. Please learn to use the Club's website for up to-date info for such events

[www.volvocarclubnsw.com](http://www.volvocarclubnsw.com)

**John Grist**

**Social Co-ordinator**

Sunday **20th May** is **National Motoring Heritage Day**. We will be following the same format as in the past with the idea being to get out on the road, visits as many venues as you like and **be seen**. There are 7 venues for you to visit. The Heathcote Hotel venue, while being a good day out with a wine and food festival and some good blues music, was not well patronised last year so we are dropping it this year.

- |   |                    |   |  |
|---|--------------------|---|--|
| * | West               | - | Bella Vista Farm - 2 Elizabeth Macarthur Drive, Bella Vista                        |
| * | Southern Highlands | - | Mittagong Public School, Mittagong (replaces Chevalier College)                    |
| * | The Illawarra      | - | Motorlife Museum - Integral Energy Recreation Park, Darkes Road, Kembla Grange.    |
| * | North West         | - | Macquarie Park - Bridge Street, Windsor (Northern side of Windsor Bridge)          |
| * | Southern Sydney    | - | Australian Botanic Gardens, Mt Annan   |
| * | South Coast        | - | Berry Showground - Gillam Street, Berry  |
| * | North              | - | Sydney Harbour National Park - Crane Close, off Middle Head Road, Georges Heights. |

**June** - is still in the works.

**July** - We are currently looking for a venue for "**Christmas in July**". At the moment I am in negotiations with the Dural Country Club to have them host a "Christmas in July" as a local even which we could attend as a club.

Sunday **19th August** is the Council of Motor Clubs (CMC) **Shannons Eastern Creek Classic**. Because the August event this year was so successful for us, we may follow the same format and take a garage again in 2012. After all, since when do we need a reason to celebrate. Just owning a great car like the Volvo is reason enough. We would love to see some interstate visitors again this year. We will put out the Welcome Mat again for you, so come and make a weekend of it.

**September Lunch Run** - another event still in the works.

**October** - **Claytons Show 'N' Shine**. This one is always a hoot, with 'gag' prizes for ridiculous things like the cleanest boot, or the shiniest radiator cap. This year I'll try and match the prizes to the part of the car they are given for. Like a rubber boot (a nice one) for the cleanest boot etc. Come up with some suggestions guys. We could really have some fun with this one.

**November** - Open to suggestions.

**December** - **Christmas Party**. We're going back to Ted and Jan's for Christmas 2012, to Give Sharon and Terry a rest. The date will be Saturday the 1st December 2012.

There is a lot of effort going into making this our best year ever for 'Social Stuff'.....so, give the moths in your wallet a holiday and get along to a few.

Have a great Easter everyone, and drive carefully.

**Jules**

**Website: [www.volvocarclubnsw.com](http://www.volvocarclubnsw.com)**



## 2012 Invitation Motor Sport Events



### Fiat Car Club Motorkhanas - 2012

Sunday 29th April  
 Sunday, 27th May  
 Sunday, 24th June  
 Sunday, 29th July (Rain out date)  
 Sunday, 23rd September  
 Sunday 28th October  
 Sunday 11th November (Rain out date)

Fiat Club Motorkhana R2  
 Fiat Club Motorkhana R3  
 Fiat Club Motorkhana R4  
 Fiat Club Motorkhana  
 Fiat Club Motorkhana R5  
 Fiat Club Motorkhana R6  
 Fiat Club Motorkhana

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

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

**Jules**



### Thornleigh Car Club Events - 2012 From the Desk of John Grist

My other Club, Thornleigh Car Club, are promoting the following events for 2012:

- Sunday 25<sup>th</sup> March TCC State Motorkhana Round 2 - Nirimba TAFE
- Sunday 27<sup>th</sup> May TCC Interclub Supersprint - Wakefield Park
- Sunday 26<sup>th</sup> August TCC Ernie's Revenge Motorkhana - Ansell Park
- Sunday 21<sup>st</sup> October TCC State Khanacross Round 7 - Ansell Park

The sup-regs and entry form can be obtained from TCC website -

[www.thornleighcarclub.org](http://www.thornleighcarclub.org)

**John Grist**



**Yes ! Volvos can get out in front !**





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## Uncle Ted's Tips

Ted's Tips – Revised for 2012 -And a bit of bla..bla..bla

Hello all Rolling readers – I thought some of you 120 enthusiasts might be interested in this bit of nonsense from many years back – Hope you enjoy.....

I would like to tell you how I '*stop the handbrake cables from hitting the track rods*'.... But before I do I will recount a story about this problem that took place in January 1973.

Jan and I had just been married and had bought our first home, a new home unit in Belmore for \$17,250.00! I had our green 122S at the time (purchased one year before for \$2,500.00) and Jan owned a Mk2A Austin Healey Sprite. Very cool chick!!!!

We were too poor to afford a honeymoon, preferring to set up house and enjoy the rest of the Christmas vacation together, both of us being high school teachers.

Our already married friends, who also owned a red 1968 Volvo 122S 2 door, which also had the '*hand brake cables knocking against the track rods*' syndrome, had remedied the problem by binding the cable to the track rods for some length of track rod, if you get my drift. Fixed the noise but.....

They had set off on their vacation after having attended our wedding a few weeks prior. Things didn't go too well. While travelling on a straight flat road all was well, but as soon as a corner or a bit of unevenness appeared in the road the rear brakes came on, but it wasn't till the smoke started coming from the brakes that the driver, who shall remain anonymous, decided to head home, but realising that he probably couldn't fix it and that all their food etc was in the car, yes, you guessed it, they arrived on our doorstep cooked brakes and all.

Now my Dad had shown me how to get the rear drums off a 122 with a large puller, which I might add is not for the timid. I also figured that seeing as when the car was jacked up the hand brakes came on, that the 300mm (12 inches) of beautifully applied black tape was the cause of the problem. We cut the tape off, removed the drums to inspect the damage, gave the shoes a rub with emery paper to get the glaze off, did the same to the drums and invented type 1 of the *keep the handbrake cables off* etc etc device with a bit of electrical wire and foam rubber.

The very appreciative couple suggested we might travel with them to the Hunter Valley for a week or so camping and wine tasting. There are many fond memories of this unusual low budget 'honeymoon' for Jan and me, especially the Tulloch Reds, the Penfold Reds, and a certain Belbournie Semillon.

Our friends divorced not long after ??? and many years later their red 122 was hit from behind and in one of those quirky situations I happened to be in A-Class, saw the car and recognised it and got some parts off it as it was being wrecked. Very sad.

Now being more sophisticated and having access to cable ties the anti rattle devices are so much easier to make.

The original Volvo item was a rubber ring that lasted long enough to get out of the dealers yard. When I bought my car the remnants of them were still plugged into the little hole on the lower inside edge of the large track rod mount on the diff casing. Yes it is, go and have a look. .

I also have a length of old, black engine vacuum tube. You cut two bits, one for each side, about 15mm long. You thread the approx 250mm long, black cable tie into the tube, then into the mounting hole, back up through the tube and then over the brake cable and insert the cable tie into its lock. Now don't make it so tight you can't move it, you need to give it a bit of slack to allow movement. Cut off the excess and Presto! No more knocking from the back. PS I will not patent this idea and you are free to use it.

Now this next tip is a beauty and occurred because recently we were given a box of compact fluoro lamps that were a BC fitting, something about saving the world !!! I am OK with this, but most of our light fittings are ES type.

Now how many of us have an old work light that uses an incandescent globe and we are fed up with them because drop it once and poof! There goes the lamp. I did have a supplier of type RC/BC lamps (RC/BC = reinforced construction bayonet clip) but I can't buy them anymore, so years ago went off to a car accessory place and bought a not so cheap fluoro light.

Well I recently had one of those moments of sheer brilliance (no pun intended); saw the dust covered and spider web wound old work light with the last blown globe in it hanging forlornly in the garage when this voice spoke to me, you guessed it – I grabbed one of the free, long life, high power, compact fluoro lamps, dusted the cobwebs off, tossed out the old incandescent globe, inserted the new low energy use, high lumen output, saving the world, compact, fluoro lamps and hey, '*flush my master cylinders*', a new, damage resistant work light. And yes it has been tested and it came through with flying colours.

Uncle Ted

Picture is 122 back in Hunter Valley doing what it did best – fanging over dirt roads- note the old canvas bag with the canvas tent in it....consummate luxury for a honeymoon





# My Bit & Laugh Lines



**Volvo Rules  
Okay !**

Wet, wet, wet !!! And it ain't goin' away any time soon. We had to postpone our Show 'N' Shine on 12th February because our usual haunt for this event was well and truly waterlogged. So, we have to go back to the drawing board and try to find a venue with some hard-stand parking, and we may have found it ! There's a club not too far from where I live called the Brighton Fishos (that's the Brighton Amateur Fisherman's Club), which has a great Bistro, plenty of un-waterloggable parking AND a kid's playground. Sounds perfect, doesn't it.....we'll know soon as I am in negotiations with the club at the present moment. Keep an eye on the website for info and I'll send you all an email when the venue and the date are confirmed.



In the meantime you'll need something to give you a laugh or you might start crying. It's not much fun being housebound because of the weather. So read on..... **Jules**

## **Solution to the breast implant crisis ?? Apple does it again!**

Apple announced today that it has developed a breast implant that is not only safe, but can store and play music as well.

The **itit** will cost from \$400 - \$599, depending on cup and speaker size.

This is considered to be a major social breakthrough, as women are always complaining about men staring at their breasts and not listening to them.....



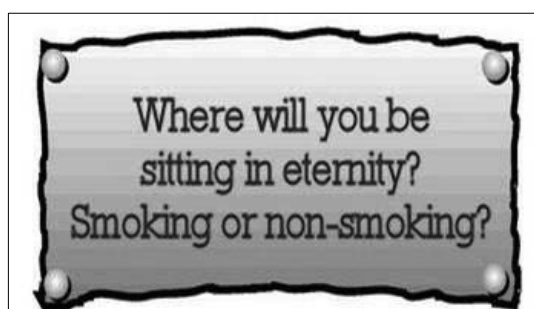
## **Stress Management solution.....**

Just in case you are having a rough day, here is a stress management technique recommended in all the latest psychological journals.

The amazing thing is that it really does work, and will make you smile.

1. Picture yourself lying on your belly on a warm rock that hangs out over a crystal clear stream.
2. Picture yourself with both your hands dangling in the cool running water.
3. Birds are sweetly singing in the cool mountain air.
4. No one knows your secret place.
5. You are in total seclusion from that hectic place called the world.
6. The soothing sound of a gentle water fall fills the air with a cascade of serenity.
7. The water is so clear that you can easily make out the faces of Julia Gillard & Bob Brown, the two people you are holding underwater.

There!! See!! It really does work. You're smiling already.



**Volvo rules  
OK !!**

# Volvo 1800-120 Club Australia

P.O.Box 6522 Tweed Heads South NSW 2486 - ph/fax 07 5524 7158  
Web: <http://www.volvo1800-120club.com> - email: [secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

## President

Robert Bakker 07 3283 8067  
[robert@rblawyers.com.au](mailto:robert@rblawyers.com.au)

## Vice President

Jeff Turner 07 3890 1993

## Secretary/Treasurer & 1800-120 Magazine

Vicki & George Minassian  
Ph 07 5524 7158  
[secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

## Events Director

Richard Brabazon 07 3206 9791

## NSW Representative

Guy Smith 02 4739 8127

## Membership

Joining fee ..... \$5.00

Annual Membership ..... \$30.00

*Download membership form from  
Club website or email Secretary*

Life Members: Kevin & Margaret  
Greenaway

121 Members



Club Grille Badge \$30.00 inc. p&p  
Key Ring \$15.00 inc. p&p  
Buy Both @ \$40.00 inc. p&p



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

## President's Report

Do you ever wonder if it is difficult to come up with stuff to write about in this column? NO WAY!

There is always plenty to write about in our world of classic Volvos!

### 1800

My 1800 has for some time now resided in my shed on the 'top level'. Underneath her lives either the 262C or the 850R, as they are both low enough to fit.

A recent embarrassment for my girl has been an oil leak from the vicinity of the gearbox, which has been dripping on the lower car's bonnet.

Come service time in December, I attempted to locate the source, but as is often the case, it was difficult to see exactly where it was coming from. I decided to degrease and clean the area to see what would happen. I also tightened up some bolts on the gearbox.

As the drip was continuing, it was time for the box to come out. This is not an easy task for an M41' as it is heavy. Even with the help of my new gearbox jack, it was tough work.

Closer inspection once it was out, showed that the seal between the join of the gearbox and the overdrive had failed.

Further, the tappet cover gasket was leaking at the rear, causing further problems!

Once these were replaced, it now seems that we are acceptably dry underneath my 1800.

Touch wood!

### 123

Upon last inspection, a filler coat had been applied to the car, but there were still a few rough spots that need to be smoothed.

Although the work is taking longer than I had anticipated at first, progress is being made.

You can follow the progress of my car if you become my friend on Facebook. Look for regular updates on the restoration of this rare car.

### Events

Our new events director, Richard Brabazon, has detailed events for our club for the year. Our magazine keeps members up to date and in contact, but there is nothing like seeing you and your car at an event. Our events are a golden opportunity to look at other beauties and maybe to






get some tech tips. Emails are also a great way to keep in touch, so please make sure we have your latest email address.

### Internet Sales

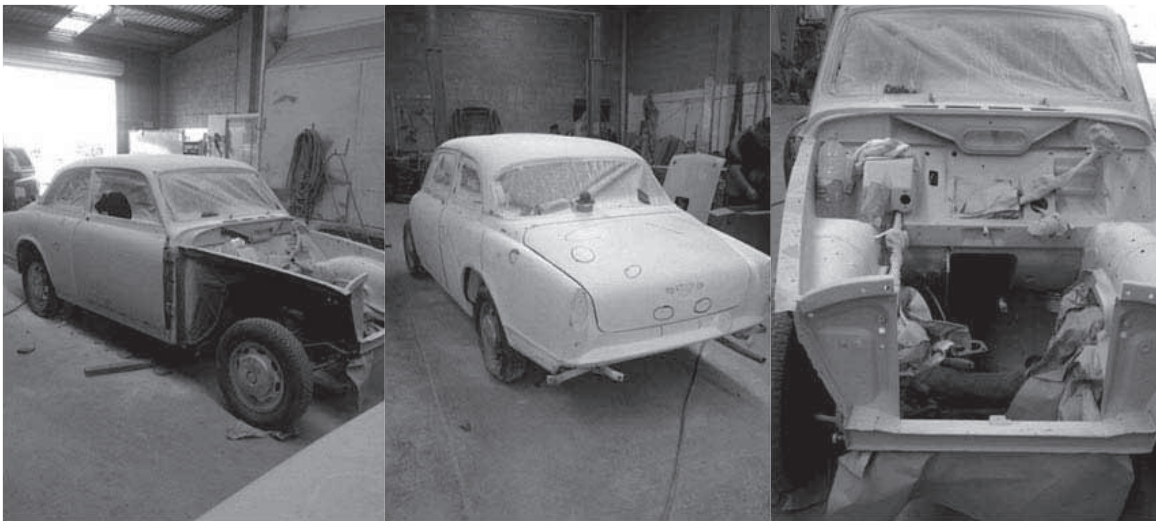
I am sure you will have heard by now of sites like carsales.com.au. this site is now more and more frequently displaying our cars for sale, and is achieving its usual success with our classics now. I have seen some lovely cars come and go recently. I am always curious about the new home these cars go to, so if you are selling your classics, leave a Rolling Magazine in them.

I hope to see you at an event in the near future. Please feel free to contact me at any time if you want some advice (for what it's worth), or just want to chat..... 

**Volvo for life**

**Robert Bakker**

[robert@rblawyers.com.au](mailto:robert@rblawyers.com.au)



### **New Volvo1800-120 Club Member**

Welcome to our newest member Donald Mace who hails from Beechworth in Victoria. He has just acquired a 1964 1800S that is in need of some work. Beechworth is very close to Corowa, where the Volvo National Rally in 2013 is being held. So hope we can catch up with Donald there.



### **Volvo 1800-120 Parts**

New Parts for your Classic Volvo

<http://www.volvo1800-120parts.com>

George Minassian Ph: **07 5524 7158** - mobile: **0418 225121**

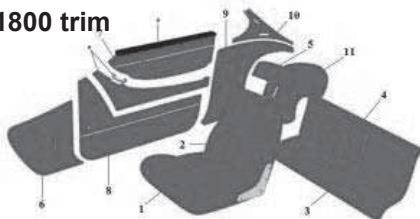
Email: [george@volvo1800-120parts.com](mailto:george@volvo1800-120parts.com)

I carry a large range of New parts for 1800 120 140 & 160 series Volvos

**Easy to Use Pictorial Price List** Now on line

**New Products & Specials added all the time**

**1800 trim**



**KONI CLASSIC**  
Or Original  
**VOLVO**  
Shock Absorbers  
Available  
*check website*



**120 trim**

# Take a good look at this seat

## Check these features:

**1** Seats are covered with textile-reinforced vinyl — tough, soft, comfortable, easy-to-clean, and textured for ventilation. Rear seat passengers won't knock their front teeth out in panic stops, either. Upholstery on top is supported by a thin strip of spring steel instead of the usual stiff metal tube.

**2** Firm padding along the seat edges provides excellent lateral support. The rest of the backrest is designed to give maximum protection in rear-end collisions. It "gives" uniformly to absorb the impact.

**3** Padding is made from two layers of polyester foam plastic with different densi-

ties for superior spring and dampening characteristics.

**4** Softer foam plastic is used along the front edge of the seat to gently support the thighs.

When a seat is designed to fit the average human, it's not much good for a 240-pound fullback or his 98-pound wife. Adjustable seats have come a long way since the days of wooden blocks.

With the introduction in 1964 of its adjustable back support, Volvo lays claim to the most versatile seat in the automobile industry. **Industrial Design** magazine calls it an "orthopedic delight". "For the first time in any mass-produced chair — automotive or otherwise —", the magazine continues, "not only is there good lumbar support, but adjustments in the support can be made easily..."

Volvo also gets wonderful testimonials from traveling salesmen who write that, since switching to Volvo, they can drive all day with nary a pain in the back. So

much for sore backs. What about the rest of you? Well, for one thing, with the flick of a lever, Volvo seats slide back and forth nine whole inches. Other manufacturers ration this sliding to four or six inches. Volvo's nine takes care of you whether you're built close to the ground or high in the sky.

And your thighs weren't forgotten either. The angle of the seat cushion is infinitely adjustable for just the right amount of support. Volvo takes care of your arms, too, whether you prefer driving hunched over the wheel or with arms outstretched like a race driver. And even when sitting in the seat you can adjust the backrest from bolt upright to lounging position — or anywhere in between. One more comfort item should be mentioned. The rugged, vinyl upholstery is

textured for ventilation where your body contacts the seat.

Volvo builds two safety features into its wonder seats, too. In two-door sedans, where the backrest folds forward, there's an automatic latch that locks the backrest to prevent it from flying forward during sudden stops.

To further protect rear-seat passengers, the heavy steel tube frame doesn't go all the way to the top of the backrest. A flexible steel strap supports the upholstery up there instead. This thoughtful little safety feature alone has saved dentist and doctor bills for an awful lot of back-seat passengers.

Perhaps the best comment of all on Volvo seats is that they are in great demand in Sweden. Complete with legs, they can be found in many Swedish living rooms.



vide just the right amount of thigh support.

**7** Floor attachments are adjustable for three different heights.

**8** This lever controls nine full inches of movement from front to rear. There's another position too, for people with extra long legs.

**9** Here's another lever. This one releases a safety lock on the seats in Volvo two-doors.

**10** From levers to knobs. This one provides infinite backrest adjustments.

**11** With this screw (and another on the other side) the built-in lumbar support is adjustable to fit your spine exactly.



## Reupholstering the front seats in an 1800E *by Neil Summerson*

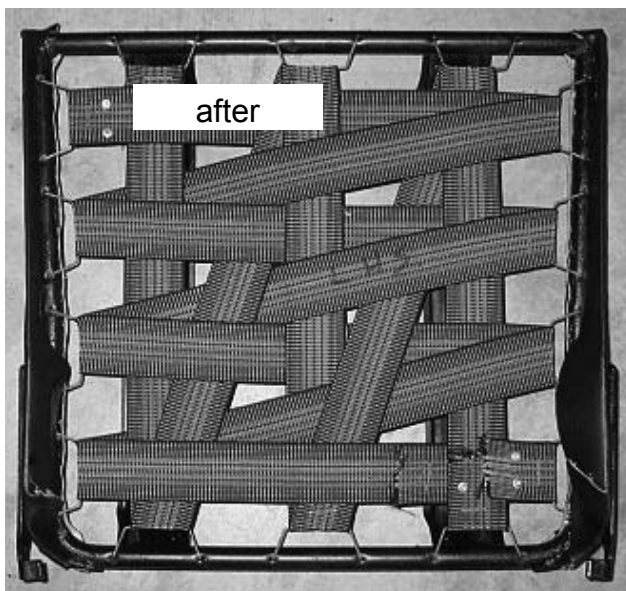
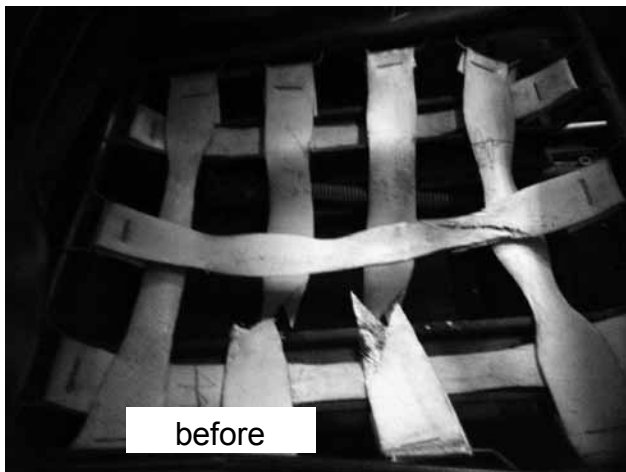
This is not a project that is either easy or quick and if it is to be done properly requires time and patience.

I decided to fully redo the interior of my 1800E and the seats were the first stage of this project.

I acquired new leather seat skins and on opening the plastic found that there were no instructions. So it was a case of working it out for myself plus numerous calls to George Minassian who had also done this before.

The first stage is to remove the two front seats and disassemble the squab from the back.

Next is to remove the head rests and all the metal brackets etc. Hint – keep all the screws in a plastic bag clearly marked. Further, take photos on your mobile phone for future reference as to how to put it back together.



The squab is simple to restore. Undo the metal clips holding the two halves together, slide out the foam, inspect and if in good condition reinsert into the new leather pouch. There should be three wire rods in the old squab. Remove these, rub them clean with a light sand paper and reinsert into the new leather squab. Instead of using the metal clips to pull the three wire rods together I use zip ties. They are much easier to use and can be cut if you want to redo at any time.

The seat frame should be dismantled and the old webbing removed. The metal clips attached to the frame which was holding the old webbing should be cleaned and the frame should be stripped of the old upholstery. The metal retainer clips and wire used to pin the old webbing should be retained.

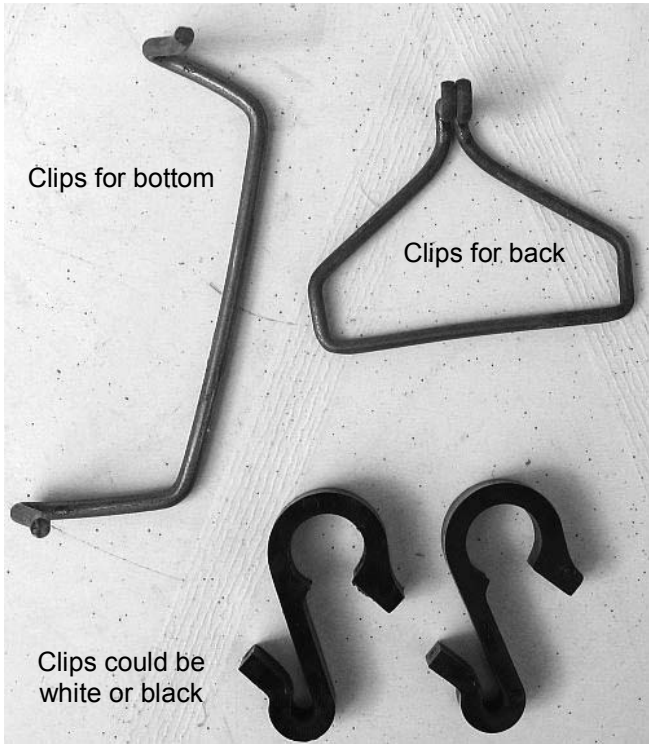
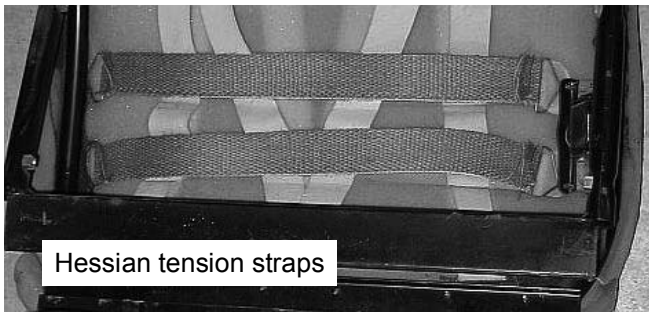
After repainting (if necessary) the new webbing should be attached to the frame. I used upholsterers webbing used in settees etc which has immense strength as well as a good level of give. Attach one end to one of the frame clips and fix either using one of the retainers from the old webbing or rivet the webbing. I used two rivets and used a washer on the back of the rivet.

I crossed the webbing so that the webbing interlocked across and up and down. This adds strength to the seat.

Using the material supplied the metal frame on either side of the base should be covered and glued. The easiest way is to use a hot glue gun – only \$20 or less from Bunnings or Mitre 10. Trim with a sharp knife or scissors.

The seat back was the next challenge. The seat has a wire rod at shoulder height which is designed so as to pull back the seat insert back into the frame to give it some shape. This wire rod is affixed to the seat frame horizontal bar using two white clips.





When disassembling the seat cover be extremely careful not to break these white clips. *(same clips might be black)*

When the cover is removed, remove the old webbing and again retain all the metal clips etc.

There are two tension straps running horizontal made from a hessian material. Remove them and if they are in good condition reuse them.

Re-web the seat and reattach the foam. Don't forget to put the hessian straps back in. The new seat comes with a white cheese cloth cover. Attach this over the foam and frame. This will make it easier to pull the new leather seat over the frame and foam. Insert the wire rod into the sleeve of the new leather centre section.

Pull the new leather cover over the frame. This requires a lot of manual effort and you will need to continually stretch the leather to get it to fit just right.

When you think the cover is about right cut two stars (X) where the head rests holes are and reattach the

plastic nut over the threaded tube in the frame.

Further, roll back the seat to attach the white plastic clips from the wire rod to the horizontal bar in the frame. NOTE – this is a very difficult job and requires a degree of physical effort as the sleeve and wire rod needs to be pulled through the slit in the foam and the plastic clips then attached to either end of the wire bar to the horizontal frame bar.

When this is done the leather seat cover should be worked down the frame until the ends are capable of being affixed into the frame retainer grooves. At the bottom of each front and back there is a hard piece of plastic sewn into the leather. This is the retainer that fits into the groove in the frame. Once in place the leather seat should be taut and well shaped.

The sides of the leather should be pulled together with zip ties and the tension adjustment knob reattached.

All the hardware should be reattached and the seats should be ready for reusing.





# New Book - Now Available

## Volvo P1800

from idea to prototype  
and production

By: Kenneth Collander and  
Mats Eriksson

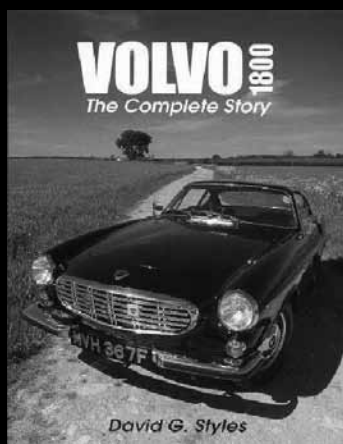
Book on its own \$65.00

Book with one badge \$95.00

Book with both badges  
\$125.00

Includes delivery

Volvo 1800-120 Club Inc.  
Contact club secretary



Volvo 1800 - The complete Story  
By David Styles

Volvo 1800-120 Club Aust Inc.  
Books for Sale

Buy either Book  
for \$60.00 inc. p&p

Or

Buy Both Books  
For \$100.00 inc. p&p

Cheques/money orders payable to the  
Volvo 1800/120 Club  
P.O.Box 6522, Tweed Heads South  
NSW 2486



Volvo P120 - The Amazon Series  
By Dieter Gunther

## Volvo 1800-120 Club Membership Application Form

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

### **Car Details:**

Model (e.g. 122s/1800s).....Year.....Rego No. ....  
 Type No.....Chassis/Body No.....  
 Car Colour/code.....Upholstery Colour/code.....  
 Engine type.....Engine No.....Transmission.....  
 Extras Fitted.....  
 History (Please supply all known history, photos (you can email these) and old rego numbers, if possible, of the car for the Club Register) .....  
 .....

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

Joining Fee (first

**I enclose \$35 for membership for the financial Year 2012/13**

**Very Important:** For bank transfers,

please make sure you **include your name (not 'club membership!')** as the reference.

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

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

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

## Volvo 1800 Sunvisors

*George Minassian*



**Type 1: 1961-63.** A coupe. Perforated material. No support at the ends in the roof.

**Type 2: 1964(?) only.** Solid material, woven look. Same shape as A coupe. This visor would interchange with type 1.

**Type 3. 1965-69 S coupes.** Smooth material. End rods to mount in double ended rubber bracket on roof for support. Different shape from earlier types.

**Type 4: 1970-72 E coupes.** Smooth material. No rod at ends. Oblong hole out for roof support clip about 2" from the end at upper edge. One clip for each visor.

**Type 5: 1972-73 ES.** Same features as E coupes, but shorter and wider shape. Holes for support clips placed differently.

To further confuse things, there are about 5 (I think) different types of mounting arms, some chromed and some rubber covered; some bases chromed and some painted; and even different mounting positions on the roof.



# 1800-120 Club Calendar 2012

The list below is main events that will have a degree of interest to Club members.

Specific details will be set up on the Club Web Site as well as being sent out in an Events E-mail a month or so in advance to allow planning. If you know of any other events, can you please let me know

Most runs try & avoid main roads but transit towns for fuel and other essentials stops – EG Boonah, Beaudesert, Maleny etc

How long a run is ideal ?? – not so short as to be annoying nor too long to be a chore – Generally runs between 200 – 350Km have been suggested - a good run depends on so many variables – road type, time of year & so available daylight & over all weather – too hot to not that hot, being Southern Queensland too cold really has not been factored in so no mid winter run to Stanthorpe or Applethorpe . Having said that, I have put a few short Brisbane based runs in just as an excuse for a Social gathering in a month when there may already be some prime events scheduled – again details will be on the Club Web site with run details.

Richard Brabazon - Mob: 0418 126 600 - E-Mail: richard@taspos.com.au

## APRIL

**Bunny Run** – Beenleigh – Darlington - Sunday 1<sup>st</sup>  
meet 9:30 for 10AM leave from car park at McDonalds Beenleigh ( Cnr George & Zander St ),  
BYO Picnic Lunch – See Club web site for detailed route directions & re-grouping points.

**Samford** – John Scott Park Samford Village at 9.30am Sunday 29<sup>th</sup> – \$2 museum entrance fee, \$6 morning tea at the museum coffee shops & hotel for lunch. Our club will have our cars on display next to the museum.

## MAY

**David Hack Memorial - Toowoomba**  
Sunday 6<sup>th</sup> – Classic Cars & Planes

MG CC Hill Climb - Mt Cotton  
Saturday 19<sup>th</sup> – Something new – Come & Try – Test & Tune

**MacLeans Bridge at Lakeside** – Sunday 20<sup>th</sup>  
No excuses for non attendance as now not on Mothers' Day. See <http://www.macleansbridge.com/>  
Details of meeting point will be on the Club web site once times are locked in.

## JUNE

**Lunch Run Picnic** – Bunyaville to Andy Williams Park. Shortish days so shortish run- nice & cool

## JULY

**RACQ Motorfest** – 15th  
**Epicurean Lunch Run** Sunday 29<sup>th</sup> – In the Maleny district – Watch the Club Web Site

## AUGUST

**Lismore Summerland Sport & Classic car club**  
Sat 4<sup>th</sup> & Sun 5<sup>th</sup> – Make it a weekend away – Classics Car Show.

MG CC – Come & Try – Motorkhana – Willowbank  
– Sunday 19<sup>th</sup> - Again Something new to try

Leyburn Sprints- A day or two for a quiet country drive over the week end of 18-19<sup>th</sup>

## SEPTEMBER

**Short Run for Mt Tamborine Lunch** – Something Different to Taste – Sunday 9<sup>th</sup> – See Club Web Site for details

Noosa Classic Car Show Sunday 30<sup>th</sup>.

## OCTOBER

**GLT Car Centre Open Day** – Hosted by Peer Skaarup, the Volvo Magician- Saturday 6<sup>th</sup>

**1800-120 Car Club AGM** - AGM & BBQ Lunch - Sunday 28<sup>th</sup>

## NOVEMBER

**Long Run for Lunch** – MOOGERAH DAM – Sunday 18<sup>th</sup> See Club Web Site for Details

## DECEMBER

**Short Lunch Run for Christmas** – Mt Cootha – Sunday 9<sup>th</sup> See Club Web Site for details.

# VEHICLE PROFILE *by Robert Bakker*

VEHICLE : JENSEN 1800 (1962)  
OWNER : DON & Lorraine MARTINEZ  
REGO : DON45

TYPE : 18395HA  
CHASSIS NO : 05410  
COLOUR : 71 (Grey)  
UPHOLSTERY : 303 (Red)



This month, our member Don Martinez's 1800 is profiled.

Don has been a club member for quite some time, and has owned his car for some 24 years.

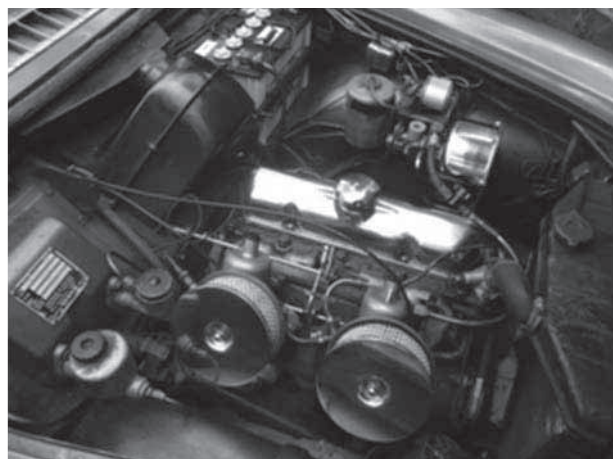
It is a very early Jensen built car in grey. It is not quite the original colour, as Don says a metallic flake has been put through the paint. This was done quite a few years ago, and Don says he would dearly love to have the car repainted to its original grey, but is having trouble finding a repairer from "the old school" who would do the car justice.

He bought the car from a media personality – Andrew Trewin - at the time, the car having languished under the block of units where Andrew was staying for some time, and wasn't going.

Her first journey in Don's possession was not one of glory, as it went home on a car trailer!

He found that a few repairs were necessary to make the car go, cylinder head removed, frozen valves 'freed-up' and later he had to remove the gearbox and sort the overdrive. He was using the car as his daily driver for around 10-years, but now she isn't used so





much. He still enjoys the occasional run in his baby though. Also recently, he had some work done on the brakes and discovered a quite unique feature of the car being bleeder nipples with a valve, for one man bleeding. See the accompanying picture.

Don has no immediate plans for his girl other than ongoing refurbishment, and I believe he will be keeping her for quite some time to come yet.

We look forward to seeing Don at future events in his Jensen 1800.



According to our Club register, there are 40 Jensen built P1800 cars in Australia. Exterior colours are divided equally among the three colours that were available. White (code 69), Red (code 70) and Gray (code 71). But, almost 80% of the Gray cars have had a colour change during their 50 year lifetime.

Don's car is still the original Gray.



# Classified Ads: Cars & Parts

FOR THE LATEST ADS, VISIT THE CLUB'S WEBSITE AT [WWW.VOLVOVIC.ORG.AU](http://WWW.VOLVOVIC.ORG.AU)

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

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

**NEW COLOUR STICKERS!** In addition to our new club logo sticker (details in the Membership section) we now have available two unique stickers available for purchase.



The first is the Volvo Car Clubs of Australia sticker (colour image on back cover of magazine) 8x7 cm.



The second is a 242GT/262C register sticker with a 242GT and a 262C as shown below, 18x6 cm. Price is \$2.50 each plus \$0.50 postage. Please contact Lance Phillips to purchase. Ph: 03 9707 2724 or email: [lancephil@bigpond.com](mailto:lancephil@bigpond.com)

**1972 164 E AUTOMATIC.** Has had work on the engine done. Has been stored outside under tarp so the outside needs work done. Interior in reasonable condition. Restoration project. Phone Laurie: 0400 555 677

**1986 360 GLT HATCHBACK.** Great to drive, white, two way sunroof, power windows, upholstery virtually as new, no rust, 220 000 kms. Price..\$500 ONO. Contact Ann 0438341269.Melbourne

**WANTED TO BUY:** Volvo 142/144 or similar age model. Not looking for a project car and the vehicle would need to

have no rust and be mechanically sound. Prefer an auto gearbox but manual would be ok. Wanting something as original as possible. We are just north of Brisbane so would need to transport any car from interstate. Please contact us if you have or know of anything. We can be reached at: [austin2001@optusnet.com.au](mailto:austin2001@optusnet.com.au) or Ph. (07) 5445 4174

## **WANTED FRONT VOLVO 240 ANTI-ROLL BAR 23MM DIAMETER.**

Please contact Hugh Shorten on 02 4448 8265 or 0448 503 487 email: [hughshorten@bigpond.com](mailto:hughshorten@bigpond.com)

**1981 242GT.** Car has been extensively refurbished and is in very good condition. Major items of note are: new windscreen rubbers front and rear and repainting the window channels, new springs and shocks, bushes where necessary, new tyres, reco cylinder head with hardened upgraded



exhaust seats for ULP, new distributor re-graphed to suit ULP. Engine runs sweetly and no pinging. Good to drive in STD condition as per factory spec. Would suit daily driver or better still a club historic. Ph George 0411 899 255. Asking price \$4900 ONO.

**ADD-IT AUTO ACCESSORIES.** Call Ian 0418 353 628. Pinstripes, Decals, Wheel Trims, Body Moulds, Wheel Arch Moulds, Steering Wheel Grips Reglued, Windscreen Repairs (Bullseyes - Star Chips), windscreen wiper scratches removed by polishing.

**VOLVO T SHIRTS FOR SALE.** I've been clearing out my wardrobe and I've found about a dozen different T-Shirts from various Volvo meets etc, mainly the USA, which I never wear and I would like them to have a better home. If you are interested please email me at [kgreenaw@bigpond.net.au](mailto:kgreenaw@bigpond.net.au) for photos of the shirts and other details. Kevin Greenaway.

**240 PARTS.** Just about everything! Motors, gearboxes, steering, brakes, panels and doors Ph. Volvo Pete 0404 878 289

**1963 122S.** Light green/beige 4-door manual. Older restoration - still shining and running well. Currently not registered.



Car in NW Sydney. \$4000 - open to offers - MUST SELL! Contact via Graham Bennett 0408-600-475

**VOLVO MEMORABILIA.** Cutting down on Volvo memorabilia collection, so the truck department has to go! Collection is anything from model trucks to ad's, brochures (several languages). This a large section of my own personal collection beginning late 70s. There are at least 3 moving box sized boxes of models ranging from old to fairly new models and scale. Some in boxes or packed and new condition. More info just email or phone me. Collection is open to all realistic offers! Mark Richardson, VP Tuning 0403 814 545 or email [mark@vptuning.com.au](mailto:mark@vptuning.com.au)

**NEW VOLVO 1800 BONNET.** Never used, still in grey primer, no dents or damage, slight surface rust on front leading edge. NEW Volvo 1800 Bonnet Hinges (2). Never used. \$650 for the bonnet and hinges. Can email photos if required. Contact Allen Edwards. 0437 160 979, (07) 3286 5594 a/h, or email [a.hedwards@bigpond.com](mailto:a.hedwards@bigpond.com)

**V40 2.0T SE** Manual, 2001 year model, silver, leather, sunroof, five airbags, cargo cage, about 150,000 kilometres, in Brisbane. Maintained by GLT, recent top



end overhaul. Fun, safe car for sale due to financial pressure from my ES. \$9850. Chris, 0412 661 982 or 07 3160 7049

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



**ATLAS WHITEWALL INSERTS.** These white wall inserts sit roughly 4.5cm from the rim of the tyre. Several sets available in 16" 15" 14" and 13". \$120 per set.



Call Lachy: 0417 554 190 or email [lachyevans.music@bigpond.com](mailto:lachyevans.music@bigpond.com)

**1998 GREEN V70** Wagon Regd. No. JT 471. 6 stacker CD under seat, 3CD stacker in dash, beige leather & wood grain interior, leather seats, electric driver seat, sunroof, sports wheels, tow bar. Female driver but rarely driven for over a year. \$6,000 ono. Car is in Western Sydney NSW. Phone Lou. 0405 724 391 or email [lou.szymkow@talent2.com](mailto:lou.szymkow@talent2.com)

**1971 1800E** - fully restored. Red with black interior. Reconditioned motor including head, cam, oversized pistons. Interior re-done including front seats, carpet and hood lining. Original rear seat in good condition. Full re-spray and re-chrome of all trim. \$35,000 ono. Portland, VIC. Phone Graham 0417 517 297

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- \*Conditions Apply



# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal



Printable On-line Application Available at [www.volvovic.org.au](http://www.volvovic.org.au)

- ( ) **New Application** (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)
- ( ) **Renewal** (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)

Annual Membership fee is \$40 for Adult/Family and \$20 for Student/Pensioner. New memberships begin from date of processing, and are valid for 12 months. At the end of this period you will be asked to renew your membership (a renewal form will be posted with your final magazine). Renewed memberships are for 12 months from your membership expiry date (not date of payment).

### Your Details:

Membership number (renewal only) .....

First Name: (Mr/Mrs/.....).....

Surname: .....

Partner's Name: (Mr/Mrs/.....).....

Street Address: .....

City/Suburb: .....

State: .....

Post Code: .....

### Contact Details:

Phone: (.....) .....

Mobile: (.....) .....

Email: .....

### Car(s) Details:

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

Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

### Membership Type:

( ) Adult/Family (\$40)

( ) Student (\$20)

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### Volvo Club of Victoria Stickers:

( ) One Sticker (\$4)

( ) Three Stickers (\$10)

### Payment Details:

Total amount paid \$.....

( ) CHEQUE ( ) MONEY ORDER ( ) OTHER.....

( ) DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria  
BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)

Note: If you order stickers (at left), please add this amount to your membership payment. These will be posted out to you with your next magazine. For larger quantities, contact Lance or Greg.

I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.

Signature ..... Date.....

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

For information about your membership please contact the Membership Secretary  
Greg Sievert on 03-9397-5976 (AH) or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)

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

Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189

If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)



# Volvo Car Australian Dealers

## New South Wales

Trivett Volvo	75-85 O’Riordan St	Alexandria	NSW	2015	02 8338 2147
Alto Volvo	387 Pacific Highway	Artarmon	NSW	2064	02 9412 7555
Trivett Volvo Parramatta	70-72 Church St	Parramatta	NSW	2150	02 9841 4127
Peter Warren Volvo Cars	13 Hume Highway	Warwick Farm	NSW	2170	02 9828 8123
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
Hunter Viking Car Centre	16 Christo Road	Georgetown	NSW	2298	02 4960 1200
Woodleys Motors	200 - 208 Marius St	Tamworth	NSW	2340	02 6763 1500
Bellbowrie Motors	Cnr Pacific Highway & Halls Rd	Coffs Harbour	NSW	2450	02 6656 8700
Tynan Volvo Cars	37-39 Burelli St	Wollongong	NSW	2500	02 4229 3033
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Jason Wagga	42 - 50 Dobney Avenue	Wagga Wagga	NSW	2650	02 6925 3211
Annlyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
Scuderia Veloce Volvo Cars	586 Pacific Highway	Chatswood	NSW	2067	02 9411 6677
John Davis Motors	38 Bathurst Rd	Orange	NSW	2800	02 6362 0966

## Australian Capital Territory

Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
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## Victoria

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

## Queensland

Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
Southside Volvo (service)	Cnr Buranda Street & Logan Rd	Buranda	QLD	4102	07 3895 3535
Sunshine Volvo	179 Nerang Rd	Southport	QLD	4215	07 5509 7100
Southern Cross Prestige	Cnr James St & Anzac Ave	Toowoomba	QLD	4352	07 4690 2333
Pacific Volvo	129 Sugar Rd	Maroochydore	QLD	4558	07 5458 9738
Rockhampton Prestige	Cnr Musgrave & Armstrong Sts	Rockhampton	QLD	4702	07 4922 1000
Tony Ireland Volvo Cars	Cnr Woolcock & Duckworth Sts	Garbutt	QLD	4814	07 4726 7700
Trinity Volvo	94 McLeod Sts	Cairns	QLD	4870	07 4050 5000

## Western Australia

Premier Motors	393 Scarborough Beach Rd	Osborne Park	WA	6017	08 9443 1133
Barbagallo Volvo	1286-1288 Albany Hwy	Cannington	WA	6107	08 9231 9777

## South Australia

Solitaire Volvo	32 Belair Rd	Hawthorn	SA	5062	08 8272 8155
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## Northern Territory

Darwin Volvo	34 Stuart Highway	Stuart Park	NT	0820	08 8946 4444
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## Tasmania

Performance Automobiles	281 - 301 Argyle St	Hobart	TAS	7000	03 6210 7000
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