

ROLLING

AUSTRALIA

NO.206 JANUARY/FEBRUARY 2013



VOLVO CLUBS MEMBER MAGAZINE

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ROLLING

Rolling Australia January/February 2013, Issue 206

The magazine for the Volvo Clubs of Victoria,
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and the Volvo 1800/120 Club of Australia.

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Victorian Events Calendar

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

January	<p>No night meeting in January.</p> <p>Happy New Year 2013!</p>	<p>20 (Sun)</p> <p>RACV Great Australian Rally – Melbourne to Mornington</p> <p>A great day out with the drive and display day at Mornington Racecourse. For full details and entry forms, go to www.greataustralianrally.com.au</p> <p>Three start locations this year – Melbourne, Stud Park Rowville, Western Port Marina Hastings. \$35 entry (pre-paid). All proceeds to Peter MacCallum Cancer Centre.</p>	<p>26 (Sat)</p> <p>RACV Federation Vehicle Display</p> <p>RACV Australia Day Picnic and Federation Vehicle Display is on again in the Kings Domain on Thursday from 10am to 4pm.</p> <p>Come down and check out the large display of classic and historic vehicles (you must have pre-registered for this event already to enter your vehicle).</p>
February	<p>6 (Wed)</p> <p>Night Meeting, 8PM</p> <p>See the website for more information on tonight's guest speaker.</p> <p>South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.</p> <p>Visitors always welcome!</p>	<p>10 (Sun)</p> <p>26th Annual Picnic at Hanging Rock</p> <p>Huge display of classic cars! Display area open to vehicles over 25 years old only. Entry \$20 per vehicle. More info at www.picnicathangingrock.com.au</p>	<p>17 (Sun)</p> <p>Monthly Club Run - Daylesford</p> <p>Drive and lunch in Daylesford. Meet at the Western Highway Service Centre (near Rockbank) at 9:30 AM for a 10 AM departure. Up to Daylesford for lunch and browse the shops, then optionally on Castlemaine and down to Melbourne. Please advise Greg Sievert (0401 713 595 or email greg.sievert@gmail.com) if you plan to attend.</p>
March	<p>6 (Wed)</p> <p>Night Meeting, 8PM</p> <p>See the website for more information on tonight's guest speaker.</p> <p>South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.</p> <p>Visitors always welcome!</p>	<p>9-10 (Sat-Sun)</p> <p>Phillip Island Classic Festival of Motor Sport</p> <p>Car clubs are again invited to participate in the Shannons Classic Walk display, with free entry for display car drivers. Passengers get half price entry.</p> <p>A great day out! Please advise Lance if you plan to attend so we can organise the display space</p>	<p>17 (Sun)</p> <p>Monthly Club Run</p> <p>See the club website for details of the start time, location and destination. All cars welcome, new and old.</p> <p>Contact: TBA</p>
April	<p>3 (Wed)</p> <p>Night Meeting, 8PM</p> <p>See the website for more information on tonight's guest speaker.</p> <p>South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.</p> <p>Visitors always welcome!</p>	<p>21 (Sun)</p> <p>Volvo Club of Victoria Annual Display Day, Flemington Racecourse Held in conjunction with the RACV Classic Showcase</p> <p>This is the club's big event of the year – our annual display day, with people's choice voting in various classes, free BBQ for all club members, and a great day to browse the large collection of British & European cars at the Classic Showcase. Entry fee (pay at the gate) is \$15 per car, and entry is from Epsom Road, Flemington, from 9 AM for display cars.</p> <p>Show opens to the public at 10 AM so please arrive before 9:30 AM so we can get the cars organised. All Volvos welcome, new or old. The more cars the better as this is our big day out. For more info about the RACV Classic Showcase, see the website www.aomc.asn.au</p>	
May	<p>1 (Wed)</p> <p>Night Meeting, 8PM</p> <p>South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.</p>	<p>3-6 (Fri-Sun)</p> <p>VOLVO CLUBS NATIONAL RALLY – COROWA! DON'T MISS IT!</p> <p>Get your entry form (see Page 6) in ASAP (no later than the 28th of February). For more info and forms visit: www.volvovic.org.au/national-rally-2013</p>	

President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

Welcome to 2013 and I hope everyone had a Merry Christmas and Happy New Year with safe Volvo motoring.

2012 ended the Club year with the Christmas Lunch and presentation of awards at Waverley RSL on the Sunday, followed by the Club BBQ in lieu of night meeting on the Wednesday and the Tech Session on the Saturday. It was a busy week.

National Rally Reminder:

If you have not sent in your Registration Form as yet please do as the Committee needs to know numbers for bookings - especially on the lunch cruise - so don't miss out. Deadline for entries is 28th February! With the reminder out of the way the event is progressing well so we look forward to a good Rally.

Club Runs:

As part of the Club's evaluation of events, one day a month will be a Club Run. It will be on a set day (the 3rd Sunday of the month) as is the Night Meeting so that members can pencil in on their calendars in advance, with only the starting point or destination to be advised. We hope this will help with the planning of family events to avoid possible conflicts.

Club Permit Scheme:

For those members on the CPS a letter will be sent out shortly advising them

of the Club's requirements to ensure compliance with Vic Roads. It is a good system so don't abuse it.

Events:

The Club year has started off with members attending The Great Australian Rally and Australia Day Rally. Both of these events showcase a stunning variety of Classic vehicles. Think about it for 2014.

Guest Speakers:

If anyone has an idea for a guest speaker please let one of the Committee know so we can follow it up.

New Model:

On the new car front we are all looking forward to the release of the new V40 and its derivatives that was a highlight of the Nov/Dec Cover of Rolling.

Rolling Australia:

Greg and Ben are doing a great job on the magazine. I would also take this opportunity to thank John Ware for his past input to the covers and centrefolds - an excellent job John and thank you.

The web page and the Classifieds are an excellent resource for all.

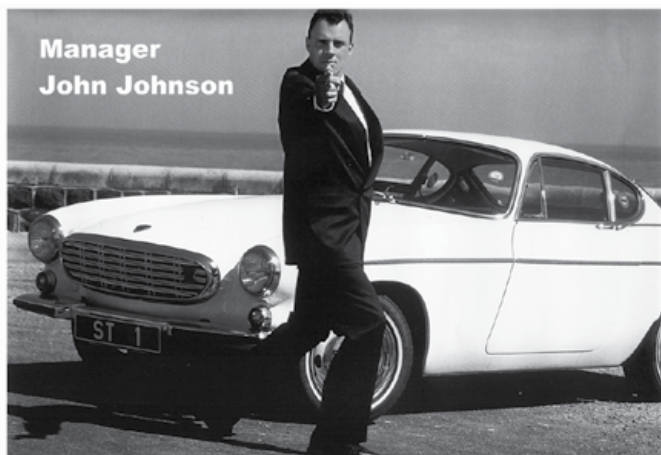


I look forward to the remainder of the year and catching up at events or a chat on the phone.

Regards,
Lance Phillips
President,
Volvo Club of Victoria



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News

FOR THE LATEST EVENT UPDATES AND INFORMATION VISIT THE CLUB'S WEBSITE AT 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.

Welcome New Members!

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

- Les Martin
(245DL)
- Dr. Richard Bos
(S60, 122Sx4, 142S, 940GL)
- Stuart and Ann Way
(P1800)
- Nick Popovich
(164E)

As of 23rd December 2012, the Volvo Club of Victoria has 227 members, with 11 having outstanding membership renewal 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 to confirm your membership renewal date. 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.

CH Plates

If you have a car on Victorian club (CH) plates linked to the Volvo Club of Victoria, it is mandatory to keep your membership current. Refer to www.aomc.asn.au/cpsnewfaq.htm for Frequently Asked Questions. It is also suggested that you have a copy of the VicRoads club permit handbook in your car – these can be purchased from the club secretary John Johnson.

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

Club Stickers



Club stickers are selling well! They are highly-detailed "3-D effect" stickers with the clear polymer "dome" on top, and look great on the back window of your car (or on your fridge, computer, etc.) Prices are as follows: \$4 each, or 3 for \$10. Stickers are available for purchase with your membership renewal, or pick-up at the night meetings, or can be posted for \$1 extra regardless of quantity. Lance is handling sales at the night meetings, and Greg will sort you out if paying with your membership renewal.

Treasurer's Report

Bank balance at 21 December: \$15,301.50. The larger-than-usual balance is due to a steady stream of National Rally payments coming in. Any questions, please contact the treasurer.

Adrian Beavis, 0402 203 437 (AH)

Corowa National Rally 3-6 May 2013: ENTRY DEADLINE 28th Feb!



The Volvo Clubs of Australia National Rally is to be held May 3-6, 2013 in Corowa (on the NSW/VIC border). Please complete and return the registration form

(on Page 6) ASAP (no later than the 28th of February) so we can finalise the catering/ events planning details.

Contact Lance Phillips, Rally Director, for any enquiries. For more details, check out our website: www.volvovic.org.au/national-rally-2013

Please note that the "grille badge" included in each entrant's rally pack is a special cast metal keepsake medallion and may be unsuitable for mounting on your car. Knowing this, anyone who has requested an extra badge and would like to change their order, or anyone who would like to order one but didn't, please advise Greg Sievert ASAP and we'll sort it out. There may be some additional medallions available for purchase at the rally.



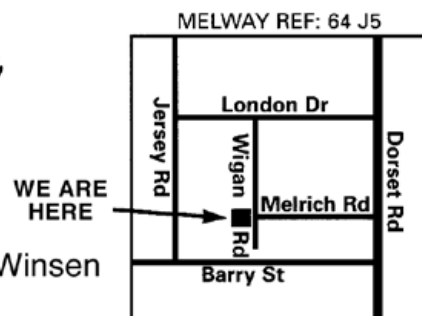
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Garage**

**VOLVO SERVICE
& REPAIRS**
4 Wigan Road,
Bayswater 3153

**PH: 9762 9353
FAX: 9761 1593**



Michael Van Winsen
Owner



VALE: Ralph Price 07/02/1953 to 29/11/2012



Ralph was a long term member of the Volvo Club of Victoria as well as various Volvo forums. He passed away recently after a battle with cancer. He took it in his stride and was working on Volvo projects between his bouts of treatment. Ralph was passionate about Historic Rallying and was an inaugural member of the H.R.A. and other Clubs.

Being from Myrtleford he loved the snow and was an accomplished ski instructor and also did many sky diving jumps. Whilst working on films like *The Anzacs* & *On The Beach* [remake] he met his wife, Virginia and married in 1990. Virginia had a calming effect on Ralph to an extent. Ralph was also responsible for a long list of TV commercials during his career.

I met Ralph in the 1980s but only knew a small part of his full life. The celebration of his life was reflected by a full house and standing room only at the Church service. His rally Volvo 142 was parked outside.

Our condolences to his wife Virginia.

RIP Ralph.

Lance Phillips

John Grant Visits VCBC

Gregg Morris, editor of the Volvo Club of British Columbia, sent this nice photo of club member John Grant. It was taken when John recently visited Canada, and John was able to catch up with the VCBC club members at one of their outings. Isn't it great having a community of like-minded



people worldwide that we can visit on our travels? And of course, we love to ogle their cars! Check out the VCBC website: www.volvoclubofbc.com

Volvo Family Expansion

My daughter Amy and son-in-law Matt have just bought an XC70 to replace their S60, which has now been passed onto my other daughter and her husband. So it's Volvos all round. It's nice to think that I had an influence on something.

Interesting reasons for the XC70 and not a V70. Amy is now a mother and discovered it wasn't easy loading baby and associated articles into her S60 - too low being a major issue. The solution of course was the XC70. While it may not seem a great deal higher it is a huge improvement. It will also do a better job of occasionally towing a boat out of the water than the S60 (not the reason they bought it though). Matt's M3 is not suitable.

I owe the school run 4WD mums an apology. My neighbour has one and I notice how much easier it is for her to load up her three (all under age four) children. Another on the way.

Perhaps manufacturers should take note, if they haven't, and make some vehicles more appropriate for the task. Large and heavy 4WDs aren't really necessary, they just happen to be one of the only options if you want some extra height.

Happy New Year!

Kevin Holden

Volvo C30 Production Ends

Kevin Greenaway (member in Queensland) sent a link to an article about the last C30s to roll off the Volvo production line: www.volvoblog.us/2012/12/20/last-three-c30s/

If you're lucky, you may still be able to buy one at your local Volvo dealer, but when they run out, that's it folks! Sad but true. The car is essentially being replaced by the all-new 4-door V40 hatch, due to reach Australia in early 2013.



The Editor's Desk

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

Happy New Year! The Volvo Club of Victoria had a great year in 2012, with many events and an increase of over 10% in membership numbers. I look forward to another year of club events, and especially the National Rally in May. If you haven't gotten your rally registration form posted in yet, please do so ASAP. The deadline for receipt of entries is the 28th of February, as we need to finalise the bookings for the lunch cruise and meals at the RSL. We have a good response so far, but there are quite a few people who submitted the EOI form and monies. It will be a great event and good to meet up with club members from around the country. We should even have some international guests!

When you received this edition in the post, hopefully you noticed a fresh format for the cover (sporting the 142 model). Ben Winkler (our webmaster and creative editor) has taken over the cover layout from John Ware. I'd like to thank John for his excellent work on the covers and centrefolds for the past several years, and I know he'll enjoy focussing on his car projects instead of that next magazine deadline! Ben has been working his magic on the internal layout of the magazine for nearly a year, and he continues to improve it with each edition. It's been a great help to me, and Ben has a real flair for the layout that I don't really have time or inclination to explore these days. Ben is also looking to update the website in 2013, so if you have any suggestions for content that you'd like to see more of on the website, please contact Ben directly.

As I mentioned in the previous magazine, we recently purchased a used C30 and have been enjoying driving it. It served us well when my parents visited in November, although getting in and out of the rear seats can be a bit of a chore due to the lack of rear doors! Unfortunately a week ago we noticed the A/C was no longer blowing cold. I diagnosed it and found that there is no gas in the system, and it appears a stone (or stones) have damaged the condenser. The condenser sits out in front of the radiator, and is partially exposed just above the intercooler, with no plastic mesh in front of it. Over time stones can damage the condenser and make it susceptible to corrosion and/or leaks. I have yet to receive the new replacement condenser (ordered from Europe at a fraction of the cost of local

sources) so it won't be until the next edition that I have an update on the success of the repairs. It couldn't have happened at a worse time - days before we were to have driven up to Wangaratta for Christmas on a 39-degree day. Most likely we'll take the 1800ES as it has functional A/C (or did last time I drove it - fingers crossed!) Alas, the more cars you have, the more that can go wrong with them!

At the suggestion of Walter Gowans, we're trying to institute a monthly club run (drive day) on the 3rd Sunday of each month (provided it doesn't coincide with another planned event, such as the display day in April this year). The aim is to have a nice scenic day out with a lunch stop and/or picnic, and maybe a visit to some local points of interest (antiques shops, state parks, historic towns, member's farms, etc.) where all club members and their cars, new or old, are welcome. If you have a suggested route for such a drive (approximately 200-300 km all up) please let the committee know and we will schedule it in on one of the dates as appropriate. Our first drive will be on Sunday the 17th of February. As I write this, the location is not specified, but I hope to have the calendar updated before we go to print. Watch the website for more details and we will also make an announcement at the night meeting prior to the run.

Finally, I thought I'd throw in a couple pictures taken when my parents visited us. We had a great time touring around and saw some new scenery in the southwest of WA, including caves, tree-walks, beaches and forests. Dad was first to spot every Volvo, and enjoyed coming along to the VolvParts open day while they were here. It's funny how when you have visitors, you often discover hidden gems in your own backyard - one such thing being the Australian Tapestry Workshop in South Melbourne - which we probably would have never known existed if it weren't



for my mom's interest in quilting and her seeing it in one of the airline magazines. We also spotted a non-Volvo 4x4 (but with Volvo Penta ad on it) with some interesting bumper stickers - enjoy!

Regards,
Greg Sievert
Editor, Rolling Australia



242GT/262C Register

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

I hope all 242 GT and Bertone owners had a great Christmas and safe New Year driving in style.

The pre-Christmas rush saw a flurry of GTs and a 262 appear on the market from all over Australia. I am not sure why but it seems that one or two appear which prompts others to put their car up for sale as their situations and priorities change. It is a buyer's market.

The black 242GT in the Sydney Shannons auction was snapped up for \$6800 which was well below the guiding price range but it was listed Unreserved so once again the buyer benefitted from this.

Some were just parts cars but others were very nice daily drivers maybe needing just

a bit of TLC. Craig in Adelaide is still taking in "homeless" GTs to give them a new lease on life (plus it fills the yard so no need to mow the grass!). I am looking forward to seeing a selection of GT and 262 models at Corowa hopefully.

Congratulations go to Anthony Hyde of Canberra for the following award – well done Anthony.

"Anthony Hyde's 242GT turbo was awarded the 2012 Beb Fox Memorial trophy for engineering excellence. This annual award is decided by scrutineers from the SDMA motorsport club 'Canberra Hill Climb Sprint'. Beb was a Volvo enthusiast (120 and 142S tarmac rally cars) also being a chief scrutineer,



so this award has special significance."

My youngest son moved out of home so I have been able to reclaim part of my shed that housed a motor bike and some gym equipment. I now have room to work on my 242GT and 142 inside instead of outside so that was a nice Christmas present.

That about wraps it up for now.

Lance Phillips
242GT/262C Register Captain



Anthony's 242GT on the track



Lance, Anthony Hyde and Tulse Ram



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VOLVO CAR CLUBS OF AUSTRALIA NATIONAL RALLY

VOLVOS ON THE MURRAY

3-6 MAY 2013, COROWA NSW

RALLY REGISTRATION FORM

Entrant Name(s)

Address

Contact Number

Email

Vehicle 1 (Year, Model, Badge)

Vehicle 2 (Year, Model, Badge)

Item	Fee	Qty/Attending	Sub-Total
Entry Fee - Single	\$50		
Entry Fee - Couple	\$60		
Entry Fee - Extra Person	\$10		
Entry Fee - Child (12 years and under)	\$Free		
Entry Fee - Sunday Display Only Participant	\$Free		
Rally Shirt (S, M, L, XL, XXL)	\$25		
Extra Grille Badge	\$20		
Friday Night Welcome BBQ	Included in Entry Fee		
Saturday Lunch River Cruise - Adult	\$30		
Saturday Lunch River Cruise - Child	\$16		
Sunday Presentation Dinner - Adult	\$40		
Sunday Presentation Dinner - Child (4-12)	\$10		

Total Amount:

Comments/Special dietary requirements:

Payment Method (tick one):

☐ Cheque enclosed

☐ Paid via EFT to Volvo Club of Victoria (BSB 063 564, Acct: 10014322) using your name as transaction reference

Please mail your entry form and payment to: Volvo Club of Victoria, PO BOX 3011, Moorabbin East VIC 3189.

Remember to make your accommodation bookings separately and to mention the Rally when booking.

For all enquiries please contact Lance Phillips, Rally Director, on 03 9707 2724, 0419 480 973 or lancephil@bigpond.com

Volvo Club of Victoria Events

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

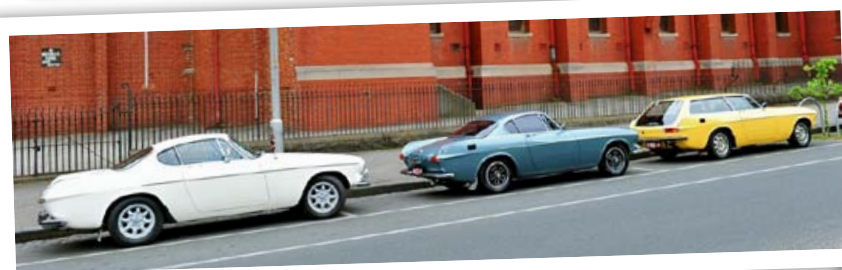
Motorclassica – 28th October

We had a beautiful day for Motorclassica this year, and a good turn-out of club members and variety of club cars. Len Ward in the 544 drew plenty of attention, as many people have never seen one in Australia. Phillip Perkins' stunning 122S was a hit, as was John Johnson's P1800S with display sign and period literature. Lance's 142 looked great and made a nice display for our club's signage and club magazines to distribute. Thorben's 242GT was buffed to the usual shine, and Doug Miller's gold 262C was sporting a beautifully-made new leather interior. Rounding out the 2-series was Wayne in the EV, which

usually had a crowd around the open bonnet with some people asking "why a Volvo?" or wondering if they could convert their classic car to electric. The 1800 class was highlighted by Walter Gowans' pristine original cars - the blue 1800E and yellow 1800ES. Greg's modified 1800ES offered something a bit different (if not to everyone's taste) with the black-out treatment and black wheels contrasting the yellow paint. And that's just the Volvos on display outdoors with many of the other local car clubs! Of course the Royal Exhibition Building housed some of the world's most rare and expensive cars that you can only dream about.

Thank you to Gerard Gowans for the fantastic photos as always.





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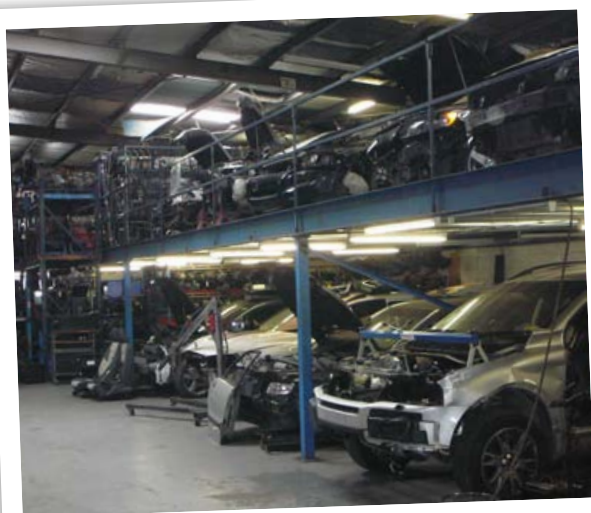
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VolvParts Open House – 17th November

A big thank you to Mark Nelson and the team at VolvParts for hosting an open house for all club members at their immaculate facility in Keysborough. They specialise in the sale of new and used Volvo parts for all models, and have a large and well-organised stock of parts of almost anything you can imagine.

Mark put on a nice sausage sizzle for us to enjoy and also offered great deals on parts. If you need something for your Volvo, VolvParts probably has it, so give Mark a call and he should be able to do you a good deal. Mention you are a club member.



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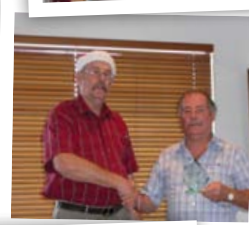
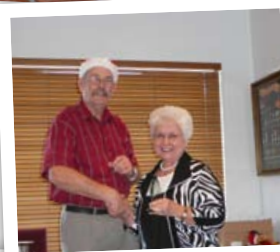
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Christmas Lunch – 2nd December

As per our usual tradition, we held the Christmas Lunch and Awards Presentation at the Waverley RSL. We had a delicious meal in the restaurant, then moved to the member lounge for the presentation of the 2012 Display Day People's Choice trophies. Following Lance's presentation, everyone was a winner in the door prize gift raffle. Thank you to John Johnson (Voldat), Mark Richardson (VP Tuning), Sandra Gowans, Thorben, Lance, Heino and Greg for providing prizes in addition to those provided by the club.



Voldat BBQ – 5th December

Our December night meeting is always held at Voldat for the annual club BBQ. We had a good turn-out as usual, with the weather being nice for the evening.

Thank you to Mark Iceton for organising the BBQ food (and tidying up Voldat!) and to new committee member John Brady for making some delicious salads! Heino and Dion set up the BBQ trailer and Rod Patton did much of the cooking - thanks guys! Thank you John for hosting and for those of you who didn't make it, you missed a great evening.



Tech Day – 8th December

The Voldat Tech Day was well-attended with members taking advantage of the free safety check provided by John Johnson, Mark Richardson and helper Mark Iceton. The cars ranged from the classic 544 and 1800ES to the newer FWD models, with quite a few 7- and 9-series in between. Thank you John, Mark and Mark for opening the shop and helping members ensure their cars are as safe as when they rolled out of the Volvo factory!



Cancer Fund-raising Rally

Who wouldn't want to travel Australia in a classic car? Enjoying the amazing scenery and people, the wide open road...

The enjoyment is of a somewhat different type however when your classic car has to be worth no more than \$1,000 registered, and you will be travelling places where there are hundreds of kilometres between towns, those towns may have populations of less than 100 people and you can go days without seeing bitumen. Earlier this year my girlfriend and I undertook just this sort of journey and we will be at it again in 2013.



In April this year we entered our first Shitbox Rally. After months of preparation we drove a Vauxhall Victor (which we had purchased for only \$650) from Melbourne to Cairns via the outback of Victoria, South Australia, NSW and Queensland, passing through places such as Innaminka



and Camerons Corner driving on rough dirt roads such as the Strzelecki Track. We travelled over 3500km in our little 1.5L 3 speed manual, 4-wheel-drum-braked Victor with only a radiator failure

temporarily stopping us. We were one of around 130 teams involved in the event, with the event as a whole raising over \$900,000 for the Cancer Council.

We will be at it again in 2013, the route this time taking us from Adelaide to Fremantle via Uluru in early May. Having made it through relatively unscathed in 2012 we needed a bigger challenge. I drive a Volvo 122S daily so knew that any Volvo attainable for under \$1,000 would be way too easy. Instead after much searching



and a couple of false starts we have ended up with a 1974 Daimler Sovereign. It comes with all the Lucas electrical gremlins of the Victor as well as the bonuses of electric windows and central locking, leather interior, 4 wheel disc brakes, automatic and a stonking great 4.2L straight 6. There is a wonderful manual created by the head mechanic of the rally which is provided to all rally entrants. It offers advice to all rally entrants on suitable cars for the rally.



The paragraph covering Jaguars is brief – it states: "no, just no". By the time you read this article the car will hopefully be on the road getting some test kilometres up.

We know how many people are touched by cancer in some way, and this is what has



given us the motivation to be involved in the Shitbox Rally again in 2013. As a team we raised over \$6,000 last year and are aiming for \$8,000 this year. We are looking for businesses who would be interested to sponsor our entry into the 2013 rally in return for signage on our car, as well as donations of any amount.

We are also doing something to remember those who have battled cancer. The names of every loved one emailed to us who has battled cancer will be included on the vehicle once it is on the road.

If you would like to provide a name or are interested in sponsoring us please email me at

ryanautomob@gmail.com

Direct tax deductible donations can be made at <http://fundraise.shitboxrally.com.au/suuscruising>

We look forward to keeping the Volvo Club of Victoria informed about our progress towards what is sure to be a memorable journey.

Ryan Mischkulnig
Member, Volvo Club of Victoria

ENEM Camshafts

Kevin Holden advises that ENEM camshafts (for the Volvo "red block" engines) can be purchased via their website (www.enem.se) and posted to



Australia. Swedish ENEM has been around for over 60 years, and make performance camshafts and goodies for Volvos and other makes. If you're interested, please let Kevin know as it may be possible to save on freight with a group order. (Kevin can be reached via email at kevin.ann.holden@gmail.com).

Brickbats & Bouquets

WITH GRUMPY

MY GRANDFATHER'S FIRST MOTOR VEHICLE WAS A STEAM TRACTOR...

He bought it sometime between 1899 and 1909. He was farming in the Riverina area of New South Wales about 300 to 400 kilometres south-west of Sydney. It probably was shipped from England in crates with instructions on how to assemble it.

There is no way it could have shipped out complete so it would have been brought to the farm by a large horse-drawn wagon by road as the Hume "Highway" was just a dirt road and semi-trailers had yet to be invented.

My Grandfather and his brother were practical men on the land and I can see them working out how

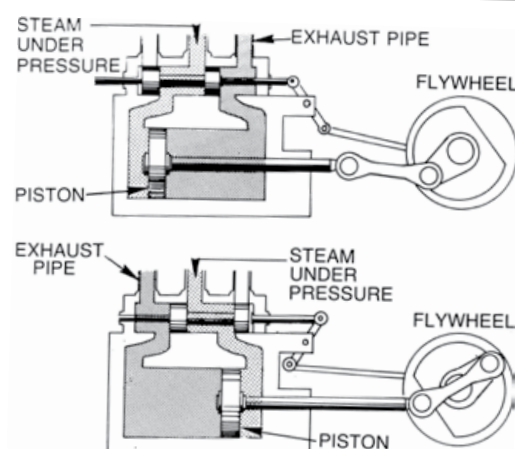


to put the machine together. By 1900 railways were well developed and so traction engines and their siblings; steam rollers were becoming very popular. Traction engines were cumbersome and ill-suited to crossing soft or heavy ground, so their agricultural use was usually "in the belt" – powering farm machinery by means of a continuous leather belt driven by the flywheel. When I was living with my grandfather he used to fire up the boiler and once he had a good head of steam up would drive the magnificent machine across the paddocks to cut firewood. It took an hour or more after lighting to boiler to get up steam. It was hardly the sort of vehicle that you would fire up to drive to the nearest town as its top speed was an earth-shaking 7 kilometres per hour and the front wheels were steered by two chains seen hanging under the boiler and operated by a wheel with a handle on the foot-plate.

Motor cars were only just developing and were underpowered. Kerosene or diesel tractors as we know them today had yet to be developed. But there was a big demand for a mobile power source to drive threshing machines, chaff-cutting machines, sawmills and shearing machines.



What has this to do with 2012? Well the prophets of doom are predicting that the world's supply of oil will run out, especially when every family in India and China have a car!



There has been a lot of news about electric cars and hybrids, but all require either petrol or the burning of brown or black coal at the power stations to provide the electricity to charge the batteries. (Don't forget solar and other "renewable"

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energy sources for electricity such as hydro and wind power Grumpy! Ed.) Maybe with Global Warming and the rise in sea levels we will all drown.

But there has not been any talk of reviving the steam car. The early cars developed with both steam and internal combustion engines, as both engineering and road building improved. As the steam car could use the vast experience of steam engines already developed with the steam railway locomotive, it initially had the advantage. In 1900 the steam car was broadly superior and even managed to hold absolute land speed records. By 1920 the internal combustion engine had progressed to such a point that the steam car was out-of-date.

The steam car does have advantages, although most of these are now less important than in its heyday. The engine (excluding the boiler) is smaller and lighter than an internal combustion engine. It is also better suited to the speed and torque characteristics of the axle, thus avoiding the need for the heavy and complex transmission required for an internal combustion engine. The car is also quieter, even without a silencer.

Perhaps the best-known and best-selling steam car was the Stanley Steamer,

produced from 1896 to 1924. Between 1899 and 1905, Stanley outsold all gasoline-powered cars; it used a compact fire-tube boiler to power a simple double-acting two-cylinder engine. Because of the phenomenal torque available at all engine speeds, the steam car's engine was typically geared directly to the rear axle, with no clutch or variable speed transmission required. Until 1914, Stanley steam cars vented their exhaust steam directly to the atmosphere, necessitating frequent refilling of the water tank; after 1914, all Stanleys were fitted with a condenser, which considerably reduced their water consumption.

In 1906 the Land Speed Record was broken by a Stanley steam car, piloted by Fred Marriott, which achieved 127 mph (204 km/h) at Ormond Beach, Florida. This annual week-long "Speed Week" was the forerunner of today's Daytona 500. This record was not exceeded by any car until 1910, and, though Barber-Nichols later held the US steam-powered record, the FIA international record was only broken by another steam car on August 25, 2009 by Team Inspiration of the British Steam Car Challenge. A land

speed record all but forgotten for nearly a century is suddenly the focus of some hot competition, and pressure is mounting to set a new benchmark. Six months after the British Steam Car Team shattered the record for steam powered vehicles, an American team has emerged with the goal of beating 148.308 mph and bringing the title back home.

Using an engine from Cyclone Power Technologies, steam car enthusiast Chuck Williams is creating a lightweight vehicle he plans to pilot across Bonneville Salt Flats in an attempt to top Team Steam. The U.S. Land Speed Record vehicle, known as Streamliner, will be 21 feet long and weigh about 1,600 pounds.

I suppose that a revival of steam cars would be outlawed on the basis that you have to burn something – kerosene, oil or LPG to fire the boiler and so would cause pollution? What a pity since in their prime they sounded like fun.

On the other hand what about using hydrogen or uranium as fuel?

Grumpy

1956 Ford Grill

Yes, as in BBQ grill!
(I guess that makes it a grill with a grille right?)
Unbelievable but true.
It even has its own picnic table with umbrella.
Somebody in the Volvo Club must do this with a Volvo... which model would be most suitable?
Hmm...



Volvo Club of South Australia



Volvo Car Club Of South Australia
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Vice President

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Secretary

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David 08 8556 5157
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Please note that all SA Club related
magazine submissions should be sent to:
Craig Rasmussen
craig.s.rasmussen@team.telstra.com



2012 Christmas Pageant

SA club members again participated in the Adelaide Credit Union Christmas Pageant. 2012 celebrated 80 years of the event. More info in the next edition of Rolling! (Photo credit: Jo-Anna Robinson)

**Welcome new
SA Club Member
Chris Papiliou!**

YOUR STORIES NEEDED TO FILL THIS SPACE & MORE!

Stories and photos from the SA club are thin on the ground for this edition of Rolling - get those pictures and stories to the Editor or Craig Rasmussen so we can show the rest of Australia what the SA club has been up to.
New Volvo to the family? Restoration project? Tech tip? Club event?
You be the journalist and send it in!

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 embroider 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

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1800-50th Anniversary





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*Download membership form from
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Life Members: Kevin & Margaret
 Greenaway

126 Members

President's Report

I have stated in past editions of the importance of regular maintenance and care for our classics. In this edition, I will make the point again.

As my learned VP pointed out recently, our vehicles are only so beautiful because of the care and love lavished upon them. Two identical vehicles parked in the same shed would not be the same after 10 or 15 years if only one received attention and the other did not.

It is an immutable truth that whilst we are the custodians of our vehicles, if they are to survive, then there must be constant attention to the moving bits, and the shiny bits, in order for them to stay like this. *IT DOESN'T HAPPEN BY ACCIDENT.*

I have developed a 6 monthly ritual of waxing, inspection and repair for my classics.

Of course, a bit of appropriate use is also required, but all of this is terrific fun!!



OUR AGM

It may come as no surprise that our committee for 2013 remains as it was before. We seem to have an excellent mix of characters who are progressing our club along well.

As long as you are prepared to put up with me, I am prepared to accept nominations for president. There will be no cigars!

Our event director, Richard Brabazon Esq, will no doubt inform us again of our exciting events, and don't forget to visit our website for updates.



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PROFILE AND REPAIR RAMBLINGS

I hope you have been enjoying my series. I certainly believe that most people in our club enjoy having a natter about their car, and then seeing it in print in an upcoming edition. I certainly enjoy a good excuse for peering into the engine bay of a car too! If you have an interesting car, or even if you are just bursting at the seams to see your car on these pages, please contact me, as I would love to see it and profile it. I have started the Repair Ramblings column, as it is my experience that a lot of you out there are a little afraid of your cars. A Volvo 1800/120 is a rugged, beautifully made bit of precision machinery. It is pretty hard to break it, or muck it up. The secret though is in the fine tuning to make it run sweetly.

NATIONAL RALLY

I have left the best for last.

Is there anything more fun than a National Rally? If you can think of it, do tell. However, in just a few short months we will all be catching up again for the Corowa National Rally, being run this time by the Volvo Club Victoria. Please make sure you are all booked, as I want to see you and your car there. Can't wait!

Members, I am always looking for input from you about your cars, or events. So please feel free to email me.

Volvo for life

Robert Bakker

robert@rblawyers.com.au



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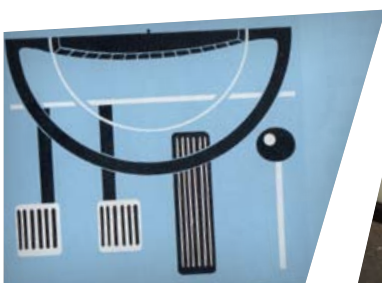
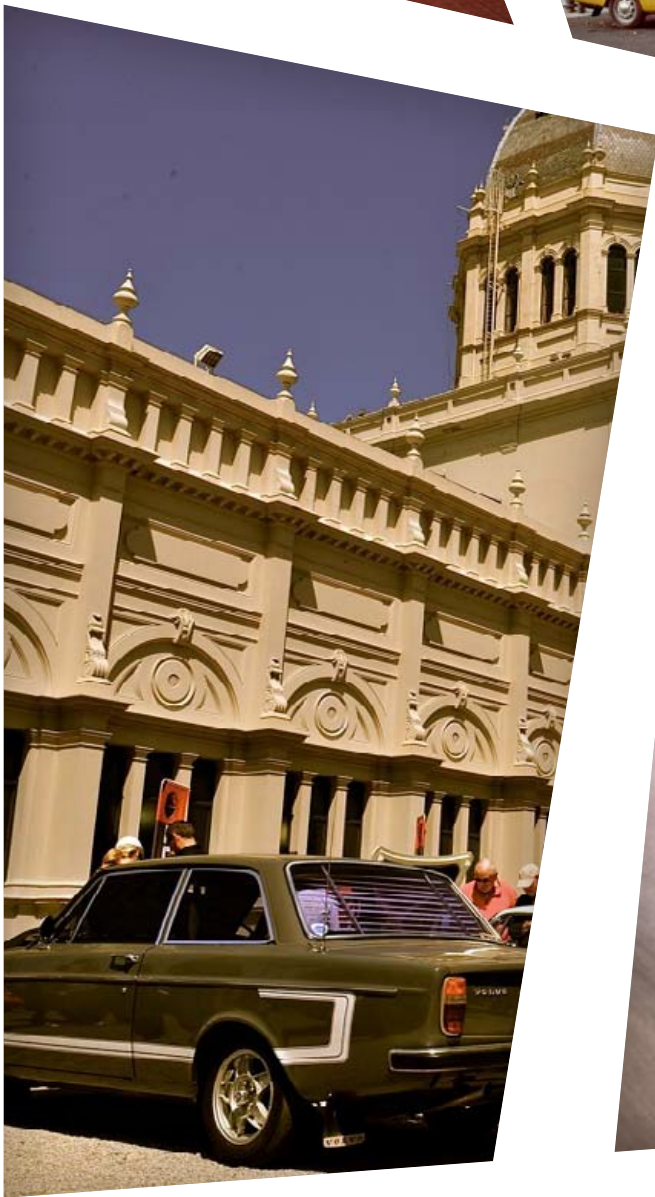
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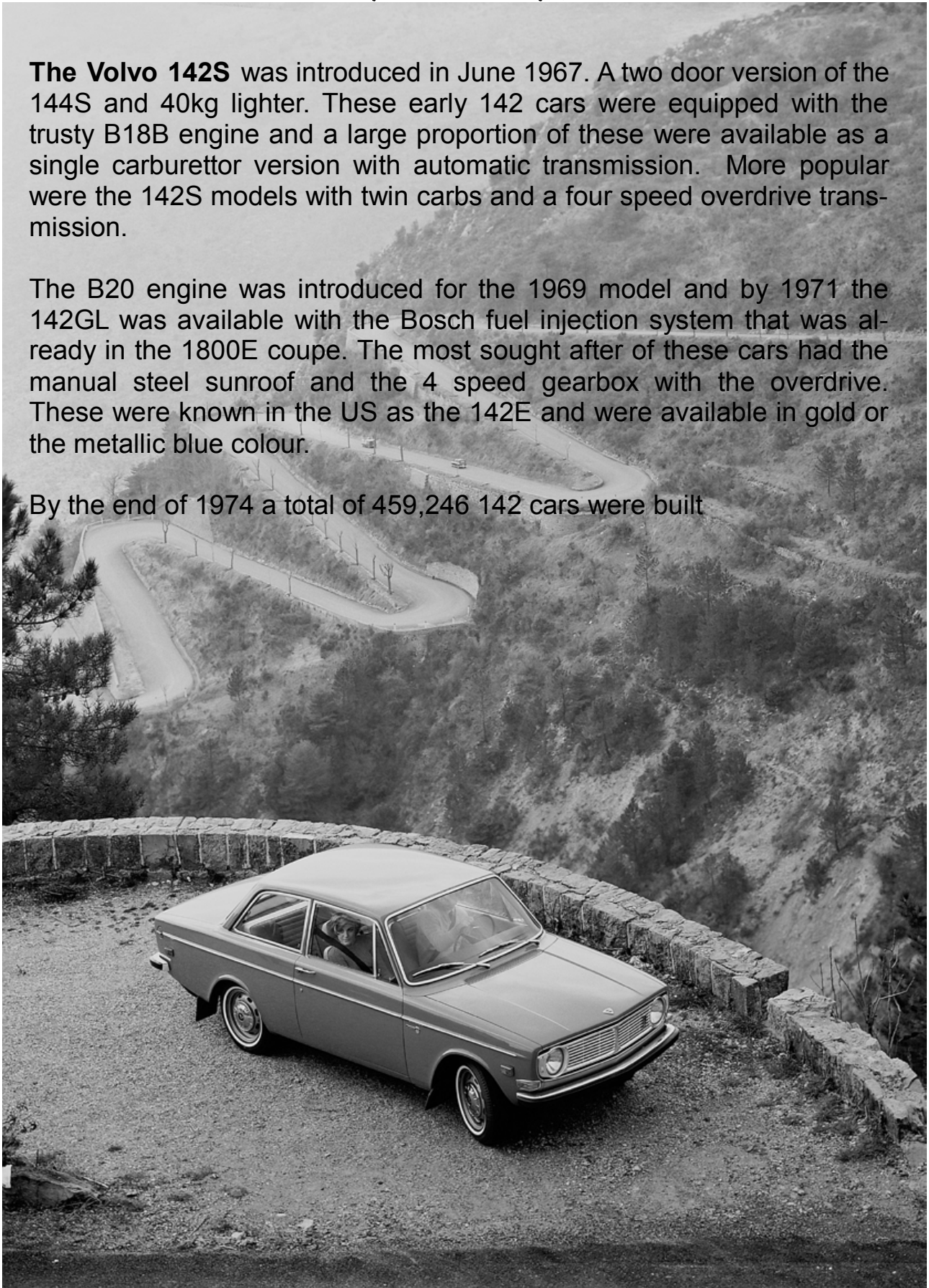
90 MPH ON DIRT IN A VO

Volvo 142 two door sedan

The Volvo 142S was introduced in June 1967. A two door version of the 144S and 40kg lighter. These early 142 cars were equipped with the trusty B18B engine and a large proportion of these were available as a single carburettor version with automatic transmission. More popular were the 142S models with twin carbs and a four speed overdrive transmission.

The B20 engine was introduced for the 1969 model and by 1971 the 142GL was available with the Bosch fuel injection system that was already in the 1800E coupe. The most sought after of these cars had the manual steel sunroof and the 4 speed gearbox with the overdrive. These were known in the US as the 142E and were available in gold or the metallic blue colour.

By the end of 1974 a total of 459,246 142 cars were built



VOLVO bulletin: Introduction June 1967

New passenger car model Volvo 142

Below article from Racing Car News February 1968

WORKING to its theory of producing multiple variations on a popular theme, Volvo will very soon have two high performance sedans readily available on the Australian market. Using identical mechanical specifications they will differ only in body style.

The current half of this twain is the 123 GT—a two-door peppier version of the very familiar 122 S sedan. The other half—or better half if you talk in terms of modern body styling—will be the 142 S, a two-door version of the 1967-released 144 body. To date, only seven 142 S-types have landed in Australia, but a further larger shipment is due in late March or early April and thereafter the regular shipments begin.

Both cars are obtained by merging the sedan production lines with the mechanical channel of the P1800 S sports coupe. Engine, transmission, and final drive are all borrowed from the coupe and spliced into both cars. With near-equal weights (about 22½ cwt.) the 115 b.h.p. twin-carb. 1800 engine will give these cars about equal performance. Both have overdrive fitted to top gear in the optimum form and both employ the 4.56 rear end ratio with this transmission set-up (the normal 122 S sedan ratio is 4.1).

To most, the 123 GT will be quite familiar—for apart from huge twin spots and detail exterior trim plus some interior mods like alloy-spoked wheel, and swivel-mounted tachometer, it is pure 122 S. But the 142 S has no such additives and is purely a two-door version of the 144 sedan, trim-wise.

To other than Volvo followers the 122 body as used on the 123 GT seems a little outdated, but just to illustrate how modern the car actually is, we should point out that the 142 S uses identical chassis and running gear, apart from minimal changes in suspension location points. At the time we planned this review a 142 S wasn't readily available, but a very fine example of the 123 GT was. It is the personal car of Paul Bray of Brayson Motors, Rockdale, Sydney, and it is the finest Volvo we have ever driven.

Besides being an exceptionally hard goer (recorded 112 m.p.h. with frequent indicated 115 m.p.h. speeds) this completely standard-tune car is equipped with Michelin XAS tyres and sports muffler — emitting a highly dignified burble — plus interior luxuries like Blaupunkt radio and electric aerial, with an eight-track stereo tape-deck operating on a balanced multiple speaker system. The comforts apart, it was possible to get tyre scream in the pouring rain before wheelspin or oversteer, which speaks for both tyres and suspension in combination.

We've already seen enough of Volvo performance in both race and rally, but the competition scene this year promises something even more shattering from this famous marque. There'll be 142 S-types with varying tunes of engine that you'd better wait for to believe, because they just don't look real on paper. We'll bring you the news first.



VOLVO 142S



PERFORMANCE IN BRIEF (RECORDED ON GT123)

Max. in gears		Top speed	
1st	35 mph	Best one-way average	112 mph
2nd	54 mph	Average of all runs	108 mph
3rd	76 mph	Standing quarter-mile	
4th	112 mph	Best one-way	17.7 secs
Overdrive	100 mph @ 4800 rpm	Average	17.8 secs
0-30 mph	3.3 secs	Fuel consumption	
0-40 mph	5.3 secs	Overall for test	25 mpg
0-50 mph	7.4 secs	For cruising section	28 mpg at 60 mph avge.
0-60 mph	10.9 secs		



AND 123GT

Volvo New Car Price List 1971

Volvo 1800-120 Club Australia Inc.

CODE	MOTOR	MODEL	TYPE	RETAIL PRICE	Q.LD.GOV'T. STAMP DUTY	REGISTRATION	C.T.P. INS.	METROPOLITAN ON THE ROAD PRICE
142-1242	B20A	142B	Basic 2 door Manual	\$ 4020.00	\$ 41	\$ 31.25	\$ 26.60	\$ 4118.85
142-3342	B20B	142S	Deluxe 2 door Manual	4440.00	45	31.25	26.60	4542.85
142-1362	B20A	142	Deluxe 2 door Auto	4640.00	47	31.25	26.60	4744.85
142-4342	* B20E	142GL	Grand Luxe 2 door Manual	5120.00	52	31.25	26.60	5229.85
144-3342	B20B	144S	Deluxe 4 door Manual	4640.00	47	30.60	26.60	4744.20
144-1362	B20A	144	Deluxe 4 door Auto	4840.00	49	30.60	26.60	4946.20
144-4362	* B20E	144GL	Grand Luxe 4 door Auto	5520.00	56	31.90	26.60	5634.50
145-3342	B20B	145S	5 door Station Saloon Manual	5040.00	51	30.60	26.60	5148.20
145-1362	B20A	145	5 door Station Saloon Auto	5240.00	53	30.60	26.60	5350.20
145-1142	B20A	145	5 door Express Van					
164-1342	B30	164	4 door Saloon Manual	6075.00	61	39.05	26.60	6201.65
164-1362	B30	164	4 door Saloon Auto	6600.00	66	39.70	26.60	6732.30
18-4352	* B20E	1800E	Sports Coupe - Man - O/Drive	7150.00	72	30.60	26.60	7279.20
* Computerized Ignition - Fuel Injection Engine								
POWER STEERING STANDARD EQUIPMENT ON 164 AUTOMATIC ONLY				ADDITIONAL				
POWER STEERING AVAILABLE EX FACTORY ON 164 MANUAL				\$ -	These prices operate from 1st October, 1971,			
ALL MODELS IN METALLIC PAINT				380.00	and supersede all previous price lists.			
OVERDRIVE ON MANUAL GEARBOXES				65.00				
SUN ROOF - AVAILABLE ON GRAND LUXE				295.00				
				265.00				
RETAIL PRICES INCLUDE SALES TAX AND ARE ON AN EX BRISBANE DELIVERY BASIS								
DELIVERY TO COUNTRY AREAS IS EXTRA.								

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VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 122 (1967)
OWNER : LISA AHLBERG
TYPE: 122342M
CHASSIS NO: 233012
ENGINE: B18
COLOUR : 94 (GREEN)
UPHOLSTERY: 184-546 (BEIGE)



Here we have a young female Volvo 120 enthusiast, which is very refreshing indeed!

Lisa's 4 door 122 was purchased in 2005 from Maitland in NSW. The previous owner had owned her since about 1972 or 73.

I am even more excited to report that Lisa has also (herself) replaced the timing gear on her classic chariot and also reco'd the front brake callipers. (Don't you just hate brake fluid?) These are notable achievements for any owner. Although this lovely green 4 door has quite a reasonable finish on it at the moment, Lisa would like to repaint the car. It certainly will look stunning in BRG, this being a very unusual colour for a four door 122. She would also like to perhaps address the wheels, uprate the B18 and repair the interior.

From what I could see of this beast, she handled the road nicely, and looked the part, almost like a four door 123GT. It was strange what Volvo did back then, as this car has some GT options like the dash, and shiny wheel trims. As this car is close to my own 4 door 122 (which also sports a number of GT options), I am led to conclude that the Volvo techs who assembled these cars would throw some of this stuff randomly on the 67s coming down the line, no doubt saving the good stuff for the real GTs though!



It was a pleasure to see the Ahlberg 122, and to compare it with my own in terms of its features and extras fitted. I hope to see Lisa and her Volvo again soon at our outings.

ROBERT'S REPAIR RAMBLINGS

Greetings to my dedicated apprentices. This month, we are looking at brakes.

Again, the principles behind braking our vehicles hasn't really changed that much with the effluxion of time.

To slow a vehicle, there is still the application of hydraulic pressure to a piston which applies friction to a metal surface. Today, the sophistication is in the materials used, and the sheer force applied, necessary to haul down today's much heavier barge than in the old days.

The driver still applies force to a master cylinder which pushes a piston which then generates hydraulic pressure which is multiplied, and which then slows the wheels by the application of friction. This application of force is now regulated by ABS and ETC and the like.

In the maintenance of brakes, the important things to look at are these:

- The fluid must be kept clean and changed, because the fluid absorbs water over time. This is bad because the water promotes rust (which causes moving bits to seize or not seal properly) and because water will boil when hot enough and the vapour ensuing is compressible (fluid is not) – this means brake failure;
- The friction material employed must be of sufficient thickness to do its job;
- The metal surfaces must be in good condition so that the friction material will work;
- Hydraulic pipes must be in good condition, both inside and out.

So, where would you start if checking a brake system from scratch? The first place to look is easiest – the master cylinder. On most of our cars, that is located in front of the driver on the bulkhead, and you will see the plastic cylinder containing the fluid. Some Volvos from around the late 60s- early 70s will have the cylinder on the left, but there will be an actuating rod from the right.

Check the fluid. Does it smell like toothpaste, or worse? Is there plenty, or does the cylinder appear wet?

Next underneath the car check the wheels for the thickness of pad material. Most Volvos will have discs on all wheels, except for early 1800s and all 120s. In this case, you will need a drum puller to pull off the drum so you can inspect what is inside. You should also look at the discs and the inside of the drum. If these are worn, there will be a pronounced lip on the outside, which means it is time for new ones. Whilst you are there, check your calliper or wheel cylinder for wetness.

Finally, underneath the car, check the brake lines for damage. You must pay special attention to the flexible lines, as these will in time collapse inwards (eg 120, 140), or outwards (eg 240) depending on your model. Some cars will crack (eg 850).

Special mention should be made of 120/1800s with the Girling in-line booster. These are a bit tricky, though they are repairable. If the fluid is low for no obvious reason, suspect internal leakage for the booster, likewise, if your brakes are grabby or spongy for no obvious reason. Kits for these are available.

Then, when you have a nice firm pedal, you are ready for a test drive, when your car should stop like crazy!

Next month..... What to look for when buying a used Volvo!

Robert Bakker

8. Brakes

8:1 Disc brakes - drum brakes

Figure A shows the principle of a disc brake. The brake pads (2) are either side of a circular steel disc (1). The pads are pressed against the rotating disc by two pistons (3). This action is produced by hydraulic fluid which is forced into the cylinder (4) as shown by the arrow.

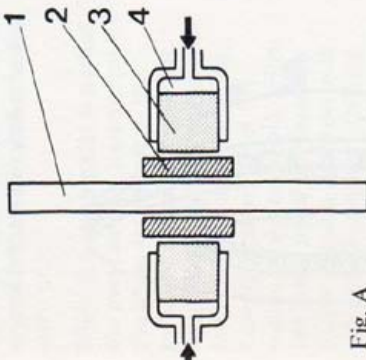


Fig. A

The principle of the drum brake is illustrated by Fig. B. The entire system is housed in a brake drum. When hydraulic fluid is forced at (1) into the cylinder (2), the pistons (3) are forced outwards and bring the brake shoes (4) into contact with the inside of the drum.

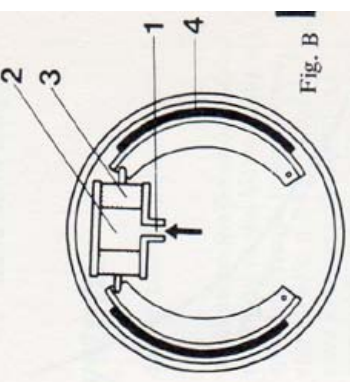
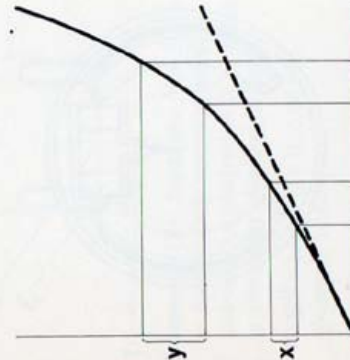


Fig. B

Disc brakes have three principle advantages over drum brakes.

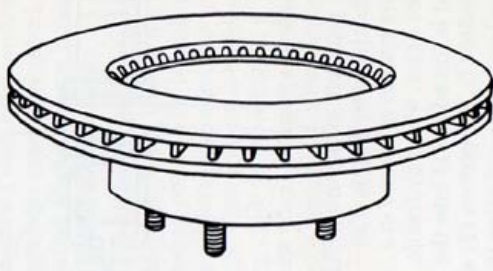
1. Drum brakes are "enclosed" and are poorly cooled, thus more subject to brake fade. Disc brakes are exposed to the slipstream and dissipate heat more effectively.
2. Disc brakes have a greater mass and can, therefore, accept larger amounts of heat without losing efficiency. This difference is of vital importance - a car the size of a Volvo can at times produce braking forces of more than 500 kW, i.e. 700 hp!
3. On a drum brake, rotation of

the wheel tends to pull the brake shoes outwards. The braking action is thus intensified. Unfortunately, this self-servo effect is not proportional to the forces applied to the pedal.



The dotted line in the graph shows the conditions with disc brakes. A specific increase in pedal force gives a constant increase in braking action. This is one of the reasons why Volvo cars have disc brakes all round.

The better heat dissipation characteristics of disc brakes



Duct-ventilated front wheel brake disc on Volvo 264.

ducts - see illustration. Volvo cars of the 240 Series with fuel injection engines have extra thick brake discs to give better dissipation of heat.

The diagram explains the conditions arising from the uneven servo action of the drum brake. The section of the diagram on the extreme right corresponds to a greater pressure on the brake pedal and the section higher up shows a greater braking action. The unbroken line in the graph shows the response of a drum brake to increased pedal force. If pedal force is increased by *a* the braking action increases by *x*. If pedal force is increased by exactly the same amount *b*, the action increases by *y*, which on the other hand is considerably means that they are more capable of withstanding repeated hard braking. On the Volvo 264, cooling has been further improved by providing the front wheel brake discs with cooling

New Book - Now Available

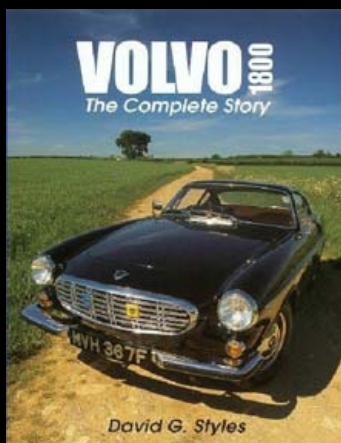
Volvo P1800

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and production**

By: Kenneth Collander and
Mats Eriksson

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Volvo 1800-120 Club Inc.
Contact club secretary



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By David Styles

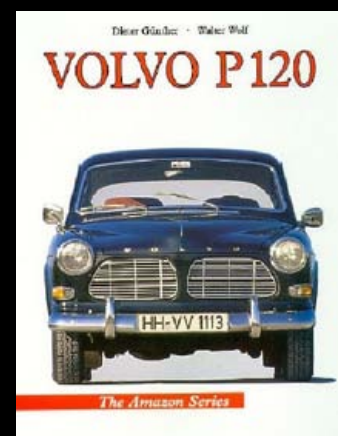
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Cheques/money orders payable to the
Volvo 1800/120 Club
P.O.Box 6522, Tweed Heads South
NSW 2486



Volvo P120 - The Amazon Se-
ries
By Dieter Gunther

Volvo 1800-120 Club Membership Application Form

Name of applicant (s)
 Postal Address
 State..... Post code.....
 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:.....

1800-120 Club Calendar 2013

S.E. Queensland

FEBRUARY Saturday 16th

Swap Meet at Neil and Jenny Summerson's
at Peak Crossing.

BYO Lunch, Drinks & Picnic chairs

*For more info about club outings, see club
website or contact:*

Richard Brabazon richard@taspos.com.au



The Whiteley's 123GT and 242GT

New South Wales Classic Car Shows
and a Weekend Classic Car Run

Our club has been invited to the following:

Saturday 9th March 2013

HAWKS NEST

See club website

Friday 12th – 14th July 2013

Bateman's Bay to Bermagui Run

Saturday 2nd November 2013

Vintage & Classic Cars

Show n Shine – Kiama Showground

November 2013

Beach Bop Classic Car Show in Cronulla

Please see our club website for details.

*You need to register early with the organ-
ising group!*

Volvo Car Club of NSW Inc.

President's Parlane



Thoughts from the square office.

Greetings Volvophiles – the New South Wales Volvo Car Club has a new President.

This was a very narrow win – there were wins in the primaries and preliminaries but on the night of the AGM the decision was unanimous. Dolly Diaz had to go.

She saved face by claiming to have a very restricted time availability because of an ageing father. But we have all heard that one before.

So we accepted Dolly's instructions that there needed to be a replacement president and here I am – doing my first President's message.

Dolly is an icon of our club, she is held in the highest of esteem by all members and especially by me because she is a natural leader and she has led the club for many years. She is not leaving the executive as we have asked her to continue on as Vice – President and she accepted. Julie Williams continues as our tireless Secretary and Editor and a new face on the executive is Mike Mitz, a natural-born banker, who is the new Treasurer. We expect Mike to take the club's finances to even greater heights in the future. Syd and Dani Neale have agreed to stay on the committee as our social coordinators. Brendan Machillicuddy is our web genius and we have now created the official position on the committee of 'Webmaster', which sounds fantastic. Brendan had dragged the club's website out of a quagmire of poor management and total ignorance to a glowing new and up-to-date website, that all members can be proud of – a very sincere "thank you" to Brendan for his efforts to date.

What is the very fantastic thing about Mike and Brendan is that they are part of the new group of 'young guns' in our club. Mike also has an encyclopedic knowledge of every part of Volvo 850s and V70s and the like.

Brendan has a "work in progress" 240 GL on which he experiments with his latest engineering advances that enhance the car's something or whatever.

I have taken on the position of President with a great feeling of humility as Dolly's shoes are very small and I would not fit into them anyway. I just hope I can keep up the cohesive influence Dolly has injected into the club and make sure when I hand back the reins we will have an equally enjoyable club and the continuing loyalty of our membership as we do now.

Ted

Committee 2013



Affiliate of the Council of Motor Clubs

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Email: hollymist@bigpond.com

Monthly General Meetings

**Western Suburbs Australian Football Club
(aka "Magpie Sports")
at 40 Hampton Street, Croydon Park.
6pm for a social dinner, with the meeting
commencing at 8pm.**

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



NSW Club Social Calendar



2013

January

We decided to give you a rest in January instead of having a picnic as earlier advised.

17th February: **Show 'N' Shine Time.** The real deal this time and it back at our old haunt at Prince Edward Park at Woronora. Trophies; good food; good company. What more could you want?

1st March: **Council of Motor Clubs 50th Anniversary Dinner** This one is a one-off special, held on the actual anniversary, with the CMC celebrating 50 years of service to the classic car movement. It will be a sit-down dinner to be held in the Hinxman Room at the Sydney Motorsport Park (once known as Eastern Creek Raceway). The food is always excellent and the venue is great with plenty of parking available, plenty of security so you can (and are encouraged) to bring you pride-and-joy to the event. It's just the start of celebrations which will take place throughout 2013.

21st April: **Lunch Run to Southern Highlands.** Ealing Estate Winery, Sutton Forrest.

3rd - 5th May: **Volvo National Rally in Corowa.** Here's the web address for details and to download an Expression of Interest. <http://volvovic.org.au/joomla/club-news/202-national-rally-2013>

19th May: **National Motoring Heritage Day.** See the CMC website at www.councilofmotorclubs.org.au for more details.

16th June: **Lunch Run to the Central Coast.** The Point Café, Avoca Beach Great venue.

20th & 21st July: **Weekend at Spud Murphy's in Crookwell.** For those of you who didn't come in 2010, we had an absolute ball. It was a "Fawlty Towers" weekend, but we didn't stop laughing. We had a Christmas in July dinner; the cook "lost" the Christmas Pudding and we didn't eat dessert until nearly midnight, but it was great food and our bush poet dressed up as one of Santa's elves to get into the spirit. She even had a poem about Volvos, which I tried, but couldn't prise out of her for the magazine. Maybe next year she'll give in. We live in hope.

The dates and venues for next year's calendar may be subject to change so keep an eye and ear out for forthcoming details. i.e. CHECK THE WEBSITE REGULARLY FOR UPDATES !!!

Talk to you all later, Jules



**And remember
Olaf !!!**

Model Gurus

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

1800 Series	Ralph Diaz	02 4296 4951	dolly_d@tpg.com.au
	Gerry Lister	02 9499 6666 0412 221 211	info@volvodownunder.com.au
122 series	Ted Warner	9521 8204	tw@firstneon.com.au
	Gerry Lister	02 9499 6666 0412 221 211	info@volvodownunder.com.au
140 Series	Gerry Lister	02 9499 6666 0412 221 211	info@volvodownunder.com.au
160 Series	Gerry Lister	02 9499 6666 0412 221 211	info@volvodownunder.com.au
240 & 260 Series	Savvas Koutrouzas	02 9310 414	
740 Series	Savvas Koutrouzas	02 9310 414	
850 & 940 Series	Ralph Diaz	02 4296 4951	dolly_d@tpg.com.au



Ticko's Tours & the CMC Present 2014 Tour to UK 2014

Including Goodwood Revival Festival

Expression of Interest

(departing early September for about 3 weeks)

Visiting Goodwood Revival Festival, Beaulieu Swap Meet, Portsmouth, Mary Rose, HMS Victory, Isle of Wight, Stonehenge, Stratford upon Avon, Warwick Castle, London, Rolls Royce Factory, MG factory, Old MG site, F1 Factory, Heritage Motor Centre, Aston martin Factory, Morgan Factory, Aircraft Museum, Duxford (all to be confirmed).

Pricing is very rough at the moment but airfares and main tour about \$8,000 per person. 3 to 4 star accommodation, Breakfast when available and a couple dinners.

Expression of Interest:

Name: _____

Address: _____

Suburb: _____ **State:** _____ **Post Code:** _____

Phone: _____ **Mobile:** _____

To assist with planning please forward \$100.00 (refundable) deposit per person.

Cheque to: Lynelle Titcume
15 George Ave, Bulli NSW 2516

Or direct deposit into:

CUA: Account Name: JE & LF Titcume. **BSB:** 814 282 **Account No:** 31065342

Please include your name as reference and email or phone me to confirm deposit received, thank you.

Have you any places you want to visit?

Please advise your airline preference:

Airline: _____ **Reason:** _____

Do you wish to continue with a group visiting Wales & Scotland? ☐

or go alone after tour? ☐

or only do the tour ? ☐

For more information please contact Lynelle tickostours@optusnet.com.au or Mobile 0422 513 256.

I will forward details as they become available.

Uncle Ted's Tips – Goodwood

DO I HAVE A TIP FOR YOU – DO I HAVE A TIP FOR YOU –
Well might you ask two dogs!!!

(there is a bit more to add to this little ditty but I shall refrain)

YA GOTTA GET TO GOODWOOD REVIVAL – I suppose the Festival is OK but I didn't go there so I can't say, but one day at Goodwood Revival and I can now go to the great garage in the sky happy – well not quite because I still don't have good wheels on my car – (albeit those that are on it have been there for the better part of 40 years,) but YA GOTTA GET TO GOODWOOD – if you can that is.

Why..... Why ?!.. Why do you ask – well it is the best motoring event I have been toever.

What do you see – well in one race on the third day of the event there were 9 – yes 9 Ferrari 250 GTOs – 9! At a cool US\$30million each means we saw US\$270million odd of motoring history in the flesh racing past us – then there were the Aston Martin DB4s and an actual DB4 Zagato

Then a few lightweight Jaguars and a few Maseratis – it literally took my breath away. AND the drivers weren't out for a Sunday drive – they were being driven flat chat – well it looked like flat chat to me.

But where do I start.....? As soon as you arrive in the parking area the visual feast starts .

The parking area is sensational – full of all the classic cars you can dream about and some. Classic MGs , Jaguars, numerous early Volvos – 120s , P1800s by the dozen. Triumphs, Minis, early Rolls Royce, AC Cobras – probably kits??? Aston Martins by the dozen.

Bentleys and and and and

The crowd might have been huge but the place is so BIG , and there is so much to see. This is not just a race meeting , it is an EVENT.

Most of the crowd – I would estimate well over 50% dress in period clothing – which means 1940s to 1960s . There were nurses, Airmen and women, US army and Navy, Teddy boys and their girls on classic motor bikes, British WW2 Spitfire and Hurricane pilots and the actual planes were there as well taking off and landing inside the race circuit as it is an airfield. There was also a Lancaster bomber flying overhead – jus bloody amazing.

There were races with Cooper Climaxes, Lolas, Brabhams, and then when it couldn't get any better – Mercedes Benz had brought 9 or 10 of the Silver Arrows and an Auto Union racer and fanged these around the track – well I was just flabbergasted – I just stood there open mouthed and staring in almost incredulity – here were the cars we only see in pictures and I was standing trackside seeing them fly past and the noise was just incredible – So awestruck was I that I didn't even take a picture! Can you believe it !!!

Then there were the car garages – just fantastic to be able to stand and stick your head into some classic racers- just unbelievable.

Then the shops where you could outfit yourself in proper Harris Tweed and flat cap along with the appropriate shooting stick that of course folds out to form a seat-well of course my dear chap – what else?

Then the car showrooms – displays of cars from the era- Riley, MG, Sunbeam and on and on, Then to the start lane and the grid the car transporters, the Harrods Rollers – all the same colour –yuk green.

Late afternoon and Jan and I were standing alongside a roadway waiting for a stream of classic cars to drive past on their way somewhere when what should come past but the green FORD GT40 Sports –open top. Yes an open top version. It was written up in Classic Car and Unique Cars some years ago after having been rebuilt from a pile of body parts and debris found in a garage somewhere. AND HERE IT WAS , the only one of its type in the world right in front of us. It doesn't get any better than this.

Then some time later we were looking at a collection of Jaguar E-types when we spotted the car we and other Club members who attended Christmas in July in Crookwell had seen being constructed. An E-type 'on steroids', hand made by Gill Skidmore and his sons at Classic Vehicle Restorations in Crookwell – it was quite something to see the finished article, but I did not like the wheels.

We arrived there at 8.30 in the morning, the day was full on – even eating pork rolls and apple sauce with chips for lunch and washed down with of course a cool ale – note I didn't say cold, but who cares, we didn't go there for beer. We went to the stores and I can now say I am the owner of a classic overall in pale blue – matches the Gulf Carrera Volvo 122S – how good is that.

When we started to leave we visited several of the suppliers and model car shops and eventually made it to the carpark around 8.30pm, when we happened upon what turned out to be a Volvo 210 – a Duette that had been driven from Holland for the event. The owner and his daughter had slept in the car – It was a very original and still his daily driver. We jabbered on with them for some time. We were some of the last to leave the car park – we had met up with Ashley Yelds who now lives in London. Ash drove us back to our B&B then he drove back up to London. We stayed with him and his wife in London for 4 days and it was the perfect way to end our UK trip. In between we visited castles and cathedrals and places that had been standing for a thousand years, Wales Edinburgh to name a few, but Goodwood did it for me!

Hey “What about Jan?” I hear you ask ! – Well Jan had the best time as well. Not only did she see me with a smile from one side of my face to the other for the entire day and an over abundance of “look at this” and “what about this” and “wooooooh will you take a look at this” – she thought the event was just fabulous and she had a great time. It is not just for the guys –

YOU GOTTA GO!

Goodwood - The Cars, Bikes & People

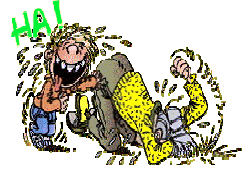




My Bit & Laugh Lines.....by Jules

Dateline, Thursday 6th December 2012.....We had our AGM last night and there have been some changes. Dolly has stepped down as President due to an increasing workload at home, looking after her dad, but she's staying on board as Vice President and HCRS Registrar, so we're not losing her altogether. She is an icon of our club and we would be very unhappy indeed if she wasn't around.....just wouldn't be the same somehow. Anyway, our erstwhile Treasurer, Ted Warner has stepped into the breach and is now El Presidente; yours truly remains as the general dogsbody as we Secretaries tend to be, and one of our younger members, Mike Mitz has taken on the Treasury.....he IS in banking after all. He'll be a natural. So, all's well that ends well, as they say!

Now for a giggle I didn't need to put any other "funnies" in the magazine this time. This one should stand alone. Please persevere and read it all, and don't you dare sneak a peek at the punch line until you read the rest.....Talk to you later,..... Jules



King Arthur and the Witch:

Young King Arthur was ambushed and imprisoned by the monarch of a neighbouring kingdom. The monarch could have killed him but was moved by Arthur's youth and ideals. So, the monarch offered him his freedom, as long as he could answer a very difficult question. Arthur would have a year to figure out the answer and, if after a year, he still had no answer, he would be put to death.

The question?...What do women really want? Such a question would perplex even the most knowledgeable man, and to young Arthur, it seemed an impossible query. But, since it was better than death, he accepted the monarch's proposition to have an answer by year's end.

He returned to his kingdom and began to poll everyone: the princess, the priests, the wise men and even the court jester. He spoke with everyone, but no one could give him a satisfactory answer.

Many people advised him to consult the old witch, for only she would have the answer.

But the price would be high; as the witch was famous throughout the kingdom for the exorbitant prices she charged.

The last day of the year arrived and Arthur had no choice but to talk to the witch. She agreed to answer the question, but he would have to agree to her price first.

The old witch wanted to marry Sir Lancelot, the most noble of the Knights of the Round Table and Arthur's closest friend! Young Arthur was horrified. She was hunchbacked and hideous, had only one tooth, smelled like sewage, made obscene noises, etc. He had never encountered such a repugnant creature in all his life.

He refused to force his friend to marry her and endure such a terrible burden; but Lancelot, learning of the proposal, spoke with Arthur.

He said nothing was too big of a sacrifice compared to Arthur's life and the preservation of the Round Table.

Hence, a wedding was proclaimed and the witch answered Arthur's question thus:

What a woman really wants, she answered....is to be in charge of her own life.

Everyone in the kingdom instantly knew that the witch had uttered a great truth and that Arthur's life would be spared. And so it was, the neighbouring monarch granted Arthur his freedom and Lancelot and the witch had a wonderful wedding.

The honeymoon hour approached and Lancelot, steeling himself for a horrific experience, entered the bedroom. But, what a sight awaited him. The most beautiful woman he had ever seen lay before him on the bed. The astounded Lancelot asked what had happened.

The beauty replied that since he had been so kind to her when she appeared as a witch, she would henceforth, be her horrible deformed self only half the time and the beautiful maiden the other half.

Which would he prefer? Beautiful during the day....or night?

Lancelot pondered the predicament. During the day, a beautiful woman to show off to his friends, but at night, in the privacy of his castle, an old witch? Or, would he prefer having a hideous witch during the day, but by night, a beautiful woman for him to enjoy wondrous intimate moments?

What would YOU do? What Lancelot chose is below.

BUT....make YOUR choice before you read on. OKAY?

Noble Lancelot said that he would allow HER to make the choice herself.

Upon hearing this, she announced that she would be beautiful all the time because he had respected her enough to let her be in charge of her own life

Now....what is the moral to this story?

The moral is.....If you don't let a woman have her own way.....Things are going to get ugly



2013 Invitation Motor Sport Events



Fiat Car Club Motorkhanas - 2012

I have emailed the Fiat Club for Motorkhana dates for 2013, but no joy as yet. I'll email everyone when I have them.

So, keep watching this space

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



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.



Images of Fiat Car Club Motorkhanas



Warragamba Wanderings

Some facts about the Dam

Warragamba Dam is the primary water source for the city of Sydney. It also connects with the Hawkesbury River and Nepean River.^[1] It is approximately 65 kilometres (40 mi) to the west of Sydney on the Warragamba River, a tributary of the Hawkesbury River, and impounds Lake Burragorang.

In 1845, Pawel Edmund Strzelecki drew attention to Warragamba River as a water supply catchment. In 1867, supporters proposed a dam. Between 1867 and 1946, supporters proposed various schemes before the site and design of the current dam received approval. In 1940, a weir and pumping station known as the Warragamba Emergency Scheme reached completion, just downstream of the main dam site. A suitable site was finally found, but construction didn't start until 1948 and was completed in 1960.

The dam wall comprises 1,612,000 cubic yards (1,232,000 m³) of concrete. It was laid as interlocking blocks roughly 17 metres (56 ft) on a side, which were later grouted together to form a continuous monolithic wall. It is so large that the engineers had to use two techniques to stop the temperature becoming too hot as the concrete set. One was to add ice to the wet concrete, which was the first application of this technique in Australia. The other was to embed cooling pipes into the concrete and circulate chilled water through the pipes. As a result, the dam wall was cooled in a few months instead of the estimated 100 years to cool naturally.

Although the engineers did not design Warragamba Dam as a flood control measure, it can mitigate flooding by holding floodwaters back while the reservoir fills.

Warragamba Dam was also a popular picnic spot for Sydneysiders, but access to the public was restricted between 1999 and November 2009 when it was re-opened to the Public following upgrades.

This then leads us to our picnic day on Sunday 18th November. Only a half dozen cars turned out on the day, a small but happy group I'm told. I was unable to make it myself, but left to their own devices, the gang managed to have a good day anyway. Stuart & Pat Allsopp, former members, turned up and had such a good time, they decided to re-join. We hope to see them again in the New Year. Frank Clasing played photographer on the day and has provided us with some photos for this article.

The photos of the dam site from the Warragamba website are best viewed in colour, so check out our contribution to this issue on our website for the full colour version.



Website: www.volvocarclubnsw.com

Classified Ads: Cars & Parts

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

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

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

NEW COLOUR STICKERS! In addition to our new club logo sticker (details in the Membership section) we now have



available two unique stickers available for purchase. The first is the Volvo Car Clubs of Australia sticker (colour image on back cover of magazine) 8x7cm. The second is a 242GT/262C register sticker with a 242GT and a 262C as shown below, 18x6 cm. Price is \$2.50 each plus



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

1980 242GT rego NSW VVI-22S (collectable plate may be included). Rego until June 2013. New clutch just fitted with low mileage MAXIS tyres. Because of rally dash being fitted when purchased estimated K's 250,000 BUT has had oil change every 5,000 K's for the last 10 years. Top end re-build with re-conditioned head fitted new valves



& seats, has improved performance no end. KONI shocks on rear; Bilstein on front, fitted 2010. Air con with old pump replaced with rotary. Sony remote control CD player & radio. Interior in 1st class condition with red detail insert on dash. Tow bar fitted. \$3900 ONO.
 Chris Bennett 0403 920 274
 Email: volvocaps2000@yahoo.com.au

1998 V70 AWD with Tow bar. 170,000Km. Log books. Very good condition throughout. Drives very well. Needs left



front CV joint. Needs new cargo blind. Six months Rego (NSW). \$6500 ONO.
 Contact Gamani 0414 679 484
 Email: alwisg22@iinet.net.au

1978 264 GL chassis 2646L1055464, 237,716 km, minimal rust around fuel filler cap on chrome trimming, lambs-wool seat covers in front. Car in immaculate



condition and want to see go to a good home. Offers over \$500 Contact Helen on 08 8443 4955. located in Flinders Park SA

1969 142S (& PARTS CAR) Green with cream interior. In original condition (i.e. unmodified) 188000 miles. Registered until 19th September 2013 - passes without issue each year. Early model - has no headrests, no external mirrors. The body is straight with no rust, the paint has faded to undercoat on the edges and high wear areas and has a small repair to the bottom



of rear passenger guard. Owned since 2009 and used as a daily driver until 1 year ago. I am the 3rd owner (1st owner for 38

S60 Polestar wins Swedish TTA races

This was the first year they ran in the GT class in Sweden, and over 8 races they did very well. The Volvos took the driver's title (1st & 3rd), the Team Championship (1st - Polestar blue; 4th - Polestar black) and Car Manufacturer (1st place). Well done to Volvo and the Polestar team! For more details, check out the websites Bilspport.se or TTAgroup.se.

Mark Richardson, VP Tuning



years was a mechanic). I have added an additional fan and gathered a few parts. The motor is not original, changed by the previous owner, however I have the original motor and a spare gearbox. The car comes with a set of mags and the original wheels and a variety of spares, too many to list (rare items included...). I also have a standard 1969 142 rust bucket for parts - it is a roller and only missing the radiator and water pump - I bought it on eBay as a parts car. The body is very rusty - however the windows, doors and front guards and mechanical parts are all good, the bonnet is from a 1971 140 at best guess. The plan was to restore her to her former glory, but with young kids I do not have the time or money to devote to her, hence why I am selling. I am asking for \$3250 for the car with additional motor, gearbox and mags or \$3750 with the spare car (the lot). Will consider all reasonable offers - the car/s has to go! The car is located near Gosford NSW (40 min north of Sydney). Contact Terry on 0412-736-552 or email: tandk@internode.on.net

1964 2 DOOR AMAZON. Current owner for 20 years - the 5th oldest 121 of its kind registered in Australia. Sleek, reliable, recently restored from bare metal. A gem that'll turn heads. Value authenticated by SA Volvo Club. Cost to freight vehicle



interstate approx \$1000 (cost to freight vehicle able to be negotiated into price). Sale Price: \$ 8,997 ONO. Peta-Jane 0459 752 426 or email: pj@darrylandpj.com.au

WANTED: 142S. Prefer 1972 or earlier. Sold my P1800E to make room for the V50! If you have a straight and original 142S that needs a new home, please contact Jan Toft, 0435 161 506 or jant72@gmail.com

1982 244 GL. Recent RWC in Victoria, including new windscreen, tyres, rear shocks, timing belt, leads, and new



battery. Vehicle located in Adelaide and needs new rear main seal. Great for parts. \$600 ONO. Scott 0405 224 289 scott@electricfence.net.au

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

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

1987 RED 740 TURBO WAGON

242,300km. 3rd owner for past 8 years, lovingly maintained by enthusiast. Original logbooks. Regretful sale. Drives, accelerates and handles exceptionally well.



Keyless central locking. Sony head unit. Rego NSW til Feb 24. 242,300km. Price: \$2800. Nick Meredith, Erskineville, NSW nicksmeredith@gmail.com Visit the website for full details!

1990 BLACK 740 TURBO SEDAN

My black Volvo 740 1990 Turbo is for sale. Michelin Tyres, Brass Radiator, new Iridium plugs coolant and synthetic oil in Transmission and Engine, brakes 95% Gear box excellent., No accidents, tow bar, spares parts boot liner, mats interior, plastic and normal, 6 Hydra wheels on tyres. Need the wagon for when I am traveling. Price: \$5000ono. John Robertson, Melbourne. 03 9874 3690, Mobile: 0414 645 219 jrobertson@bigpond.com Visit the website for full details!

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VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal



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

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- () **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.)

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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
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.....
.....

Membership Type:

() Adult/Family (\$40)

() Student (\$20)

() Pensioner (\$20)

Volvo Club of Victoria Stickers:

() One Sticker (\$4)

() Three Stickers (\$10)

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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

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

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

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

Volvo Car Australian Dealers

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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Volvo 142 in production at the Torslanda Plant.
Image: Volvo Car Group

