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AUSTRALIA

NO.207 MARCH/APRIL 2013



VOLVO CLUBS MEMBER MAGAZINE

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# ROLLING

Rolling Australia March/April 2013, Issue 207

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and the Volvo 1800/120 Club of Australia.

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Front cover: Motorclassica by Gerard Gowans. Back cover: Daylesford by Greg Sievert.

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# 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

## 6 (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!

## 9-10 (Sat-Sun)

### Phillip Island Classic Festival of Motor Sport

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 (get tickets from Lance).

A great day out!

## 17 (Sun)

### Monthly Club Run - Neerim

Meet at the BP service centre on the Pakenham Bypass (outbound) just past Beaconsfield Rd exit at 9:30am for a 10am start; Visit to Neerim South (cheese factory); lunch stop; photo shoot at Noojee trestle bridge. Contact Greg Sievert 0401 713 595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) if you plan to attend.

April

## 3 (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!

## 21 (Sun)

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

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 9am for display cars. Show opens to the public at 10am so please arrive before 9:30am 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 web site [www.aomc.asn.au](http://www.aomc.asn.au)

May

## 1 (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!

## 3-6 (Fri-Sun)

### VOLVO CLUBS NATIONAL RALLY - COROWA! DON'T MISS IT!

Get your entry form in ASAP if you haven't already as you have missed the "official" cut-off date of the 28th of February. Late entrants, if you haven't already done so, please contact Lance Phillips ASAP so we can reserve a place for you.

[www.volvovic.org.au/national-rally-2013](http://www.volvovic.org.au/national-rally-2013)

## 19 (Sun)

### Monthly Club Run - Seymour

In conjunction with the National Motoring Heritage Day - Cavalcade to Seymour. Meet at the BP station in Epping on the Hume Freeway, Cooper Street exit at 9:30am for a 10am start. Display day at Kings Park Seymour (Showgrounds). Gold coin donation for entry.

Contact Greg Sievert 0401 713 595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) if you plan to attend.

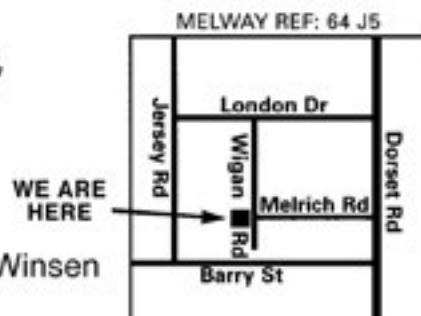



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Michael Van Winsen  
Owner



# President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

I had just received a reminder that I had not done my report for this issue of Rolling indicating we were half way into February already.

The National Rally is not far off and the response so far is good, so if the weather holds it will be a great weekend but either way it will still be a good time to catch up with friends and make new ones.

January events for the Club were the Great Australian Rally to Mornington (6 cars) and Australia Day Display in the Domain (4 cars). Both events were great displays of Classic cars.

February will be the first of the regular monthly drive days which have been added to our calendar of events for the year.

Hopefully at the March night meeting we will have a guest Volvo Club member from Switzerland. Greg & I met Jürgen Unruh for coffee to discuss his timetable and it looks like he can be at the March meeting.

As I write this the new V40 is about to be released and is an important model in the Volvo line up. Check it out at the National Rally!



I look forward to the remainder of 2013.

Lance Phillips  
President,  
Volvo Club of Victoria



**COMING SOON  
TO A NAT. RALLY  
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SEE P. 15 FOR MORE  
V40 INFO!**



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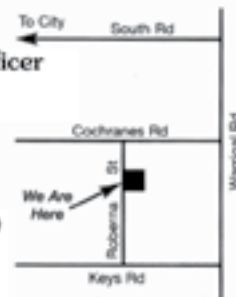
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# News

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.

## Welcome New Members!

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

- Stephen & Carmel Browne  
(242 x2, 240GL, 240GLE)
- Colin & Beverley Morrison  
(C70)
- David & Costanza Thurrowgood  
(P1800S, 142, 144)
- Anthony Heazlewood  
(P1800S)
- Daniel McIndoe  
(240)
- Jenny Metlikovec  
(144)
- Gordon Macrae  
(164)

As of the 7th of March, the club has 230 members, 16 of whom have outstanding membership dues. 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.

## Treasurer's Report

Bank balance at 5th of March is \$21,594.24. 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)*

## Club Stickers



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

## CH Plates

If you have a car on Victorian club (CH) plates linked to the Volvo Club of Victoria, it is mandatory to keep your membership current. Refer to [www.aomc.asn.au/cpsnewfaq.htm](http://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](mailto:greg.sievert@gmail.com)

## Unique Aston-powered P1800 to grace the Volvo Cars Heritage stand at Birmingham Classic Motor Show



Article: Volvo Cars

On November 11-13, the Footman James Classic Motor Show will take place at the NEC in Birmingham and Volvo Cars Heritage will be there again, after a two year absence. The stand will also house the Volvo Owners Club (UK) during the show.

This will be the last of the Volvo P1800 50th anniversary activities and the Grand Finale of the hectic 2011 Volvo Cars Heritage event season.

The collection of P1800 cars was impressive at the TechnoClassica show in Essen in April, but it may probably be even more impressive at the Birmingham show. The top attraction will be the P1800 from 1961 with an original 2.5 litre DOHC four-cylinder Aston Martin prototype engine which was fitted to the car at the Aston factory for test purposes. Although this project was never realized, the car has

survived and is today proudly owned and run by Mr Beat Roos of Roos Engineering in Switzerland.

Besides this fantastic car, the now famous P958-X1 prototype will continue its triumphant tour by also appearing in the UK, together with its designer and creator, Pelle Petterson who will be present during the show.

The other cars at the stand will be ST1 - the white 1800 of a certain "Saint", a very nice original one-owner Jensen-built P1800 and a serious-looking 1800S in rally guise.

On top of that there will be a couple of other exciting surprises, never before seen in the UK. A unique and very interesting collection of Volvo coupes will meet the visitors to the Volvo Cars Heritage stand 5T42, November 11-13 2011 at the National Exhibition Centre in Birmingham (UK).



## Five million Volvo cars built in Ghent

Volvo Car Group's plant in Ghent, Belgium, has now built five million cars since it started operating in 1965. "This is a milestone for the entire Volvo Car Group. Five million cars is a landmark achievement," says Lars Wrebo, Senior Vice President Manufacturing at Volvo Car Group.

The fifth millionth car was a Volvo V40 D2 that rolled off the assembly line in Ghent at the end of 2012. The almost 5,000 plant employees got to sign their names on the car, and today it is on display at the Brussels Motor Show.

"Signing off this car is symbolical for our craftsmanship and our teamwork - we, all together, make these cars. The fifth million Volvo doesn't mark the end of a great history - we continue to play a prominent role within the Belgian economy and we continue to invest in Ghent," says Geert Bruyneel, Managing Director of Volvo Car Gent.

The Ghent plant has grown into Volvo's largest in terms of the number of cars produced, according to Lars Wrebo.

"Since 2004 production has increased noticeably following our decision to focus production of Volvo's smaller models here. Volvo Car Gent will continue to be a cornerstone of our industrial structure," says Lars Wrebo.

Over the last couple of years, Volvo Car Gent has produced more cars than ever before. 2011 was a record year, when 265,000 cars were built. 2012 became the third best year in the plant's history with 258,000 built cars.

At present three different Volvo car models are built here. The Volvo XC60 was introduced in 2008 and is currently the best-selling Volvo the world over. Since last year the Volvo V40 and its V40 Cross Country variant are also built here. Both models got off to a very promising sales start. The third model produced in Ghent is the Volvo S60, with production starting in 2010.

### History of the Ghent plant

Volvo Car Gent started car production in 1965. The first car that left the assembly line was a Volvo 120, perhaps better-known as the Volvo Amazon. When production of the smaller Volvo models was transferred from NedCar in the

Netherlands to Ghent, capacity grew to 270,000 cars. A third shift was introduced in the plant in conjunction with that move.

Model	From-To	Amount
Amazon	1965-69	26,307
140	1967-74	205,513
240-260	1974-84	428,371
740-760	1983-1992	617,089
850-S70-V70	1991-2000	1,110,541
S60-V70 (P2)	2000-2009	929,209
S40-V50-C30	2003-2012	1,108,195
S60-XC60	2008-	542,419
V40	2012-	32,356
<b>Total</b>		<b>5,000,000</b>

Article: Volvo Cars



### Volvo Car Group reveals world-first Cyclist Detection with full auto brake in Geneva

Doug Speck, Senior Vice President Marketing, Sales and Customer Service at Volvo Car Group, literally rolled out another Volvo world first in automotive safety at a press conference at the 2013 Geneva Motor Show on Tuesday. He introduced the groundbreaking safety feature - a technology that detects and automatically brakes for cyclists swerving out in front of the car - by entering the stage on a bicycle.

Full Article: <http://bit.ly/Zkxnvf>

Article: Volvo Cars

# News

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## Volvo February Retail Sales

Volvo Car Group reports global retail sales of 28,627 cars for the month of February and for the period January-February, retail sales were down 5.5 per cent. The Volvo S60 and XC60 models continue to perform strongly globally and sales in China have increased by 31 per cent in the first two months of 2013.



The United States was Volvo Car Group's number one market with 4,867 sold cars in February. Sales were driven by strong customer demand for the Volvo S60 sedan and the XC60 crossover. Both models are performing very well in their respective segments.

European markets continue to struggle with weak consumer demand following the economic situation. The total car market in Europe as well as sales of Volvo cars has declined this year. In Sweden, Volvo has outperformed the market development and the Volvo share was more than 20 per cent of the total Swedish market for the first two months of this year.

In China, retail sales were flat - a good result considering the timing of the Chinese New Year which had a dampening effect on February sales. Looking at January and February as a whole, China retail sales were up by 31 per cent. Sales were mainly driven by strong demand for the 60-series car models.

Retail sales status (deliveries to end customers) for Volvo Car Group:

	February			January - February		
	2012	2013	Change	2012	2013	Change
China	3,940	3,943	0.1%	6,657	8,719	31.0%
USA	5,263	4,867	-7.5%	9,725	9,742	0.2%
EU20*	16,520	14,668	-11.2%	34,890	30,340	-13.0%
of which Sweden	4,190	3,819	-8.9%	7 996	6,847	-14.4%
Rest of World	5,665	5,149	-9.1%	10,357	9,440	-8.9%
<b>TOTAL</b>	<b>31,388</b>	<b>28,627</b>	<b>-8.8%</b>	<b>61,629</b>	<b>58,241</b>	<b>-5.5%</b>

The Volvo XC60 was the best-selling model in February with 7,402 sold cars (2012: 7,365), followed by the Volvo V40 for which deliveries reached 5,029 cars (new model). Including the Cross Country version, the V40 reached 6,016 sold cars. The third best-selling model was the Volvo S60 with 4,572 cars (5,407). Historical sales figures by model can be found in the Sales Volume section of the Global Newsroom.

\*EU20 includes Sweden, Norway, Denmark, Finland, Netherlands, Belgium/Luxemburg, France, Spain, Italy, Greece, Portugal, UK, Ireland, Germany, Switzerland, Austria, Poland, Hungary and Czech Republic. Article: Volvo Cars

## Early Volvos wanted for TV film shoot opportunity

Fancy being in a TV program? We've been contacted by Marcus Kay who is involved in filming a TV pilot about cars and motorbikes. He will be shooting a "Volvo vs. Bike" challenge for the first episode and is looking for people with 120s, 1800s or other 1960s Volvos (pre-240s) for the filming. The challenge will involve a "ride/drive between Malmsbury and Daylesford, changing a tyre on the side of the road (safely), road etiquette, changing a spark plug, getting and scoffing a pie, changing a headlight bulb, and getting to Daylesford for a pint."

According to Marcus, "the Volvo driver has become something of a stereotype, and a misconception, something I would like to challenge in order to attract some attention for this pilot and to have a bit of fun at the expense of common myths, ie. Volvos aren't cool, working on stuff is hard/impossible/dead easy... etc."

For this challenge Marcus would like to involve anyone who has a "Volvo P1800, 123GT or 122, or in fact any of the 60's Volvos, the louder the better, just to prove that Volvos can be cool, and to share a bit of tech knowledge about these cars and some of the history. The challenge/comparison will be performed on public roads, and there will be police supervision. All of the stunts will be performed on closed roads and private property."



"The resulting film will be edited and posted on You-tube, with all credits, thankyou's and compliments to all parties and contributors, with a special mention to all sponsors and the like (product placement and the advertising alike). A copy of the final edit will be forwarded to Channel 31 for possible approval and hopefully broadcast, with the view to pursue further episodes in the future."

If this sounds like something you might be interested in, please contact Marcus on 0410 835 674 or 0429 901 187, 0354 232 494, or email [mabselves@gmail.com](mailto:mabselves@gmail.com)

# The Editor's Desk

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

Hi all - I hope everyone's having a great 2013 so far. I started the year off with a month of annual leave, so I was feeling refreshed until I had to go back to work. The club events calendar is pretty full for the first half of the year. We've already attended the RACV Great Australian Rally and the Australia Day Federation Vehicle Display in January, and February saw our first monthly drive day. The day was a success with about 10 cars and several new and potential members - and some "regulars", so that was nice, and Daylesford proved to be a bit cooler than Melbourne. The March drive day will be on the east side (see calendar for details), and in April we have the annual Display Day at Flemington in lieu of the drive day. In May, it turns out that National Motoring Heritage Day falls on the 3rd Sunday, so we'll organise a meeting point to drive up to Seymour for the Victorian NMHD display. If you have an idea for a drive for June or later, please let me know and we'll make it happen.

Of course the BIG EVENT - the National Rally in Corowa - is just around the corner in early May. As the club's membership secretary, I've been keeping the rally attendance spreadsheet, and can provide an update on the numbers. The official cut-off date is (was, by the time you read this) the 28th of February, but if you didn't get your form in on time, please contact me or Lance and we'll get you in. We need to finalise the numbers for the BBQ, boat cruises, awards banquet, medallions and shirts, so we need to lock in numbers ASAP. So far, here's how the numbers (confirmed and paid) are shaping up (as of 5th of March):

131 people staying the whole weekend, plus about 10 "locals" coming for the display only on Sunday. The approximate state breakdown of cars (not including some entrants who may bring more than one car) is:

QLD: 14	SA: 4
NSW: 17	VIC: 31
ACT: 2	NZ: 1

So, it's panning out to be a great weekend and now all we can wish for is safe travels and fine weather. We'll be emailing and/or posting out a receipt and more detailed events schedule to everyone who has registered so far. If you have registered and haven't received this confirmation/receipt, please contact me and we'll make sure you're on the list.

On the car front, I mentioned in my last Editor's report that we had an issue with the air conditioning in the C30 before Christmas. A stone had hit the condenser and punctured it, letting out all the gas. When I heard how much the dealer wanted to replace the part (try over \$2000 including labour!) I decided to do it myself. I was able to get a new (aftermarket) condenser from Germany for \$136 delivered, so with that and the re-gas the total bill came to less than \$400. Since the condenser needs to come out as a complete unit with the radiator and intercooler, I also took the opportunity to drain and replace the coolant (probably due given the car is 4 years old). While I was at it, I flushed the brake fluid, so now the maintenance is up-to-date for a few more years. Overall the job was pretty easy. I was expecting it to be more difficult to access clamps, bolts, etc., but Volvo seem to have done a good job given the amount of "stuff" crammed into the engine bay on these newer FWD cars.

The EV has been going well as my daily driver for the work commute. I love not worrying about the "cheap day" to buy petrol! The only recent niggle is the RH front brake calliper seems to be sticking a bit, causing the wheel bearing to occasionally overheat (my assumption as I replaced the bearing and it still overheats!) Time to start thinking about a re-built calliper I guess. Almost time for brake pads anyway. I also recently fabricated an underbelly splash/aero pan that runs



from the front crossmember to behind the transmission. Probably unnecessary given I rarely exceed 80 kph in the car, but it was a good challenge! The to-do list never stops between the car and house projects.

By the time you read this, the new V40s will be at dealers. I'm looking forward to a test drive. I hope it's a successful car for Volvo. Images of updated styling and features on Volvo's other models have also just been released in conjunction with the Geneva motor show, so there's a lot happening with Volvo this year.

Finally, Lance and I met up with Jürgen Unruh, a Volvo enthusiast from Switzerland. Jürgen and his wife are in Australia escaping from the northern winter, and hopefully he'll be able to meet some other club members at our March night meeting after he gets back to Melbourne from a drive to Queensland. It's great to swap stories and photos with our international friends and share our common interest. Jürgen currently has several very nice old Volvos (140-series) in addition to his daily driver.

*Until next time,  
Greg Sievert  
Editor, Rolling Australia*



# 242GT/262C Register

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

Interest in these 2 iconic models continues which is a good sign. Recently, a silver manual 262 was sold in Melbourne and I hope it becomes a part of the Club.

A number of 242GTs have also been sold to new owners including one of mine which I started to restore, but for a number of reasons decided to sell. I sold it to a young chap in the next suburb as his first car with the help of his Volvo enthusiast father, so I am sure it is in good hands.

I troll the car adverts to see what is on the market. Currently there is a turbo modified one for sale in NSW as well as a number

of standard versions in various parts of the country.

After my mishap returning from Sydney last year, my GT was returned to pristine until a few days ago when something slipped when getting some parts off a shelf, resulting in a chip on the bonnet - not happy but could have been worse - so time to move on and get over it.

At the Great Australian Rally in January three 242GTs and a 262C represented the Club creating some interest which was good. Thanks to Jerome, Thorben & Doug for displaying their cars along with mine.



I am hoping to see a number of Register cars at the National Rally. Time will tell who brings their cars out for the weekend.

Keep those GTs and 262s rolling on.

Lance Phillips





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# Victorian Events

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

## Australia Day Vehicle Display 2013

The event is organised by the Federation of Historic and Veteran cars and sponsored by the RACV and Australia Day Committee.

Club members met at the start point in Chadstone and once we had our bags and stickers we headed off in convoy for the city. Cars are parked nose to tail on the walking paths in the Domain which are wide enough to allow cars as well as the passing public. Our spot, although a prime location, was between the food court and entertainment. This meant a lot of passing foot traffic resulting in being very dusty.

Over 400 Classic and Historic cars were entered on the day to make an excellent display. Apart from the cars, the Governor's residence was open for inspection which attracts a lot of people. Other displays included SES, Scouts, working dogs and Alpacas to name a few. Nurses were on hand to measure blood pressure as well. Mine was a little up on normal but otherwise OK. The highlight of the day is the skill of the Roulettes making various passes over the crowd. The RAAF pilots are truly Top Guns.

The Club was represented by John Johnson in his 1800S, Len Ward in the PV544, John Grant with his 244 (as the 122S was in for repairs). I was in the 1969 142. Others to drop in for a chat were Philip & Debbie Perkins riding their tandem bicycle as well as the Williamstown crew of Greg Sievert, Wayne Bowers and Andrew Marney.

It is a great event for pre-1977 cars which is the cut-off date to limit the number of entries to less than 500.

*So until 2014 that's it.  
Lance Phillips*



# Victorian Events

## RACV Great Australian Rally (January 20th)

It was a good day at Mornington. A lot of the "regulars" were there on display, but also a lot of new cars. From the club, those attending were:

John Johnson (1800S)

Len Ward (122S)

Lance Phillips & John Elliott (242GT)

Thorben Hughes & Allan Marriage (242GT)

Jerome Maller (242GT)

Doug Miller (262C)

Phil Dawkins (Ford Capri)

Mark Iceton & Family (S70 - not on display)

Allan Jones (244 Rally car)

For those who have not attended, it's a great display of vintage cars from all eras - come along next year!





?? ? ? ? ?  
**Kev's Mystery Car**  
 ? ? ? ? ?



Kevin Greenaway has provided some more Mystery Car photos, can you identify them?

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# Victorian Events

## Daylesford Drive Day

On the 17th of February, we had our first of the monthly drive days. With a good turn-out of 10 cars, it was good to see some of our newer members, and a couple prospective members. We enjoyed the run from Rockbank up through Trentham and on to Daylesford. We had a photo shoot at the Botanical Gardens look-out tower, which provided some interesting perspectives of the cars looking down from the dizzying height. From there we proceeded into town for lunch, where we planned to eat at the RSL. Unfortunately the RSL wasn't serving lunch, so we sort of got split up from there as we had left the Botanical Gardens in several groups. Most of us regrouped and had lunch in a small cafe, then from there we all headed over to The Mill antiques centre for a browse. By the time we left Daylesford for the trip home, those of us who had A/C in our cars were thankful as it really heated up in the late afternoon. Thank you to everyone who attended - we look forward to a good turn-out for the drive in March.

Attendees:

Walter & Sandra Gowans (1800ES)

Len Ward (144)

Kevin Holden (940)

Rod Shearman (244 Rally)

Alan Chambers (S90)

Mark, Wendy & Laura Icton (S70)

Steve & Jodie Clausen (C30 & XC70)

Allan & Meredith Abbott

Greg Sievert & Wayne Bowers (1800ES)





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# Brickbats & Bouquets

WITH GRUMPY

## When men were men...

In days gone by men were men and women were women and boys were something in between; and cars were really basic. I started thinking of the past in my last column when I rambled on about the days of the steam car and my grandfather's steam traction engine.



My first regular drive was my grandfather's 1937 Pontiac, which he bought new in that year. When he died it was passed on to my parents and so became my first regular drive when I got my licence at 18. I know I am unimpressed with all the bells and whistles that are available on 2013 cars. Do we really need all of the following? "Doors that suck themselves closed, heated and cooled front and rear leather seats, a self parking system, a fatigue monitoring system, a blind spot monitor, a crash warning system, a digital radio receiver with eleven speakers, a rear DVD/blue-ray player, a TV tuner and a digital Speedo". I admit that all of these extras are only available on more expensive cars but so many of these gadgets develop faults within a few years and are expensive to fix. I have had the misfortune to have a love/hate relationship with electric windows. Two of the Volvos I have owned had electric windows which have broken down and needed expensive repairs.

The 1937 Pontiac had only one of these items – leather seats. As it did not have power steering it took about five turns lock-to-lock. The six cylinder 3.7 litre side valve engine was hardly a ball of fire but it would at least cart five to six people around without difficulty. Despite the small flat two-piece windscreen it had reasonable forward vision due to the high seating position, roughly similar to current CRVs. This was because the body was separate and sat on top of a sturdy chassis. To get behind the wheel you had to put your right foot on the "running

board" which was the step that allowed the left foot to swing inside the car. The gear shift was on the floor similar to the 122 and 144 Volvos, and the three-speed gearbox gave plenty of grunt in all gears. A comparison to the new Nissan Pulsar is interesting. The old Pontiac produced only 62.56 KW @ 3,520 RPM and weighed 1467 kilograms, that is, about one and half tonnes. By contrast today's small cars that weigh between 1000 and 1200 Kilograms produce 89 kW of power and have six speed automatic or manual gearboxes. Yet the old car was quiet and rode bad roads well and on a trip to Mildura on the dirt road I had the Pontiac up to 130 kph [80 miles an hour].

Back in the 1930s Australia needed tough cars with good ground clearance, and the ability to cover long distances on unsealed roads. The American cars were well suited, but the small cheap British cars were too small and flimsy, while the big luxury British cars were too low to the ground and underpowered. The old Pontiac spent the first half of its life running around paddocks and on potholed dirt roads. The Hume "highway" in the 1940s and 1950s was a narrow strip of bitumen only big enough for one lane each way. In order to overtake you had to get out onto the "wrong" side of the road and hope you didn't meet a big semi-trailer truck going the other way!



As a kid I used to go with my grandfather when he took his car to his old mate, Bill Napier, who had a large corrugated iron shed on the highway. In huge letters painted on the front wall was the sign that read "BILL NAPIER'S GARAGE" and under that in big bold letters "A GRADE MOTOR MECHANIC" and if you looked carefully, painted out, it had originally read "BLACKSMITH"! I don't know where Bill got his "A Grade" but I suspect it must have been by mail order. Like a true blacksmith he never seemed to wash his hands and after working on the car



left grease behind on the door handle, steering wheel and gearshift. We carried an old rag to clean up before driving off. The one thing I can't work out is how he got grease on the felt roof lining above the driver.



It had no heater, so in winter I had to wipe the condensation off the inside of the windscreen with a cloth. No air-conditioning – that didn't arrive until the 1970s [as an optional extra]. There was only one rear vision mirror in the centre of the windscreen and the view out the two small windows was very limited...rather like the present crop of new cars! But it did have an air scoop in front of the windscreen which blew air on the legs, and triangular vent windows on the front doors that could blow cooling air on your face – sadly the last Volvo to have this important feature was the 144.

That the car lasted twenty years without any major repairs is a tribute to the American designers and Holden who built the body in 1937 [there was a small plate on the driver's door sill that read "body by Holden"]. When I got to drive it there was about 5 centimetres of slack in the steering wheel and if I braked suddenly I had to swing the wheel to the right as the car would swerve to the left. While it got new tyres, oil changes and grease to the tie rods and kingpins, I do not think anything was ever repaired or replaced...as for wheel alignment - "what's that?"

Would I like to own it today and drive it regularly? Not @\*+ likely! Driving it was like sailing an aircraft carrier and it used petrol at the rate of 20 litres per 100 kilometres [or 14 miles to the gallon]

*Grumpy*

# The V40: Stylish Versatility

MATT CALVITTO



Due in March 2013 and set to replace the C30, S40 and V50 trio, Volvo's new compact hatch, the V40 is said to make inroads into the hotly contested premium small car market.

Based on the highly regarded Ford Focus platform, the V40 is designed to compete against the likes of BMW's dynamic - if aesthetically controversial - 1-Series, the Mercedes-Benz A-Class, Audi's A3 and of course, the market-dominating Volkswagen Golf.

So, the new V40 replaces three strong selling models in Volvo's range and is up against some seriously tough competition. This car has a lot resting on its broad, Scandinavian shoulders.

Speaking of styling, the V40 adopts Volvo's new Nordic-influenced design language, and the front appears to be an evolution of the C30's distinctive snout. From the sides, there are hints of the gorgeous P1800 and other models of yesteryear. Around the back, there are visual elements of the XC60 in the tailgate and light arrangements. The design is clean, modern and sets it apart from the Teutonic opposition.

Inside, there is seating for five and the interior appears to be classy, with a number of trim and colour choices expected to be available. The ergonomic dash layout features Volvo's signature "floating" console design. The car features three driving modes: Elegant, Sport and Eco which alter the car's behaviour according to the driver's mood. The instrument cluster is displayed on an LCD interface and varies according to the driving mode selected. Elegant - with its warm brown lighting will most likely be

used as a default mode. Sport mode has a large, central digital speedometer and a rev counter around the edges of the dial. This mode features a more aggressive white-on-red colour scheme and is intended for the enthusiastic driver. Finally, for the fuel misers amongst us there is the "Eco" mode, which encourages motorists to be as frugal as possible. Volvo is also touting an electric full length panoramic sunroof as an option extra, which is intended to give occupants a light and airy driving ambience.



In the V40, like in any other Volvo, safety is paramount and a myriad of safety systems will be offered in conjunction with 8 airbags and a world-first external pedestrian airbag. The pedestrian airbag



is deployed near the base of the windscreen and is designed to reduce injuries in the event of an unavoidable human versus car collision.

At local launch, there will be two petrol and two diesel models available: the D2, a 1.6 litre four cylinder turbo diesel displacing a modest 86kW/270Nm sips a miserly 3.6 litres per 100 kilometres and is only available with a 6-speed manual transmission. Next up, the D4, is available in automatic and manual guises, produces a healthier 130kW/400Nm and consumes approximately 5 litres per 100km. For those in favour of petrol engines, there will be a T4 model - which is actually an inline 5 - producing a respectable 132kW and 300Nm and a range topping R-Design model with a fiery 187kW/360Nm. All models are fitted with a stop-start system and regenerative braking to ensure optimum efficiency at all times.

Prices are expected to kick off at around \$39,990 and Volvo must ensure pricing and value are spot on to ensure sales success.

*Matt Calvitto is a budding automotive writer and Volvo enthusiast who works to keep club members up to date with changes*

*that are happening in the exciting world that is Volvo. Keep an eye out for Matt's work in coming issues!*

*(After Matt wrote this story, Volvo announced Australian pricing starting at \$34,990 for the D2 manual, up to \$49,990 for the R-Design.*

*Check out the website [www.volvocars.com.au](http://www.volvocars.com.au) for full details. See your local dealer for a test drive of this exciting new Volvo! Ed.)*

# Volvo Club of South Australia



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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

## SA Historic Registration Changes – PLEASE READ

All Members participating in the Conditional Registration Scheme – Historics category – should be aware by now that new provisions came into force on July 1, 2012. Of all the changes to scheme, the most significant to our members is a requirement for vehicle owners to supply to the club "a Statuary Declaration annually verifying the eligibility of the vehicle to be registered under section 25 of the Act for the purposes of this scheme and detailing any modifications made to the vehicle during that year. If any modifications have been made to the vehicle, the participating vehicle owner must detail the modifications made since the last declaration and/or club inspection of their vehicle." (Section 6.4.3 of new Code of Conduct – MR332).

The Code goes on to say: "A club's authorised person must not certify a vehicle owner's log book until a statutory declaration has been received each year and if required, the vehicle inspection has been performed and the vehicle's ongoing eligibility for the scheme has been confirmed." A sample Statuary Declaration form has been prepared the Federation of Historic Motoring Clubs SA Inc. which will be mailed to each member with their Membership renewals and AGM notice. Copies will also be available at the annual Historics Inspection & Club BBQ day held in June each year.

You can also download one from the Federations website: [www.fhmcsa.org.au](http://www.fhmcsa.org.au)

Hence for members to meet their obligations under the scheme, they must have by the AGM or before by arrangement:

1. Presented their vehicle for Inspection by the club registrars at least once in every three years (the club will continue to hold the Inspection Day BBQ's in June each year specifically for this purpose.);
2. Renewed their Membership of the club;
3. Present to the club a completed a Statuary Declaration form;
4. AND present their vehicle's current Registration Certificate (upper section of blue form) for endorsement with the club stamp.

Failure to meet any of these obligations will result in your Log Book not being validated for the new financial year.

Note also that there will be a change of venue for Inspection Day & Club BBQ slated for Sunday, 16th of June 2013. To give Chris a break this year to introduce Michael's new workshop to the club, the Inspections & BBQ will be held at Volv of Adelaide, 133 Frederick St, Welland. Further details in the Club Calendar.

Finally a heads up that the Bay to Birdwood Classic will be held again usually on the last Sunday in September. We hope a few more interstate members might like to join us for this iconic SA event. The club will host a dinner on Saturday evening to welcome interstate entrants.

## 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*



# SA Events Calendar

March	8 <b>Club Meeting, 7.30pm</b> Glandore Community Centre	17 <b>Picnic at St Kilda</b> 10.00am Meet Whitehorse Inn, Port Wakefield Road. BYO picnic lunch. Enjoy a day of relaxing and chatting with fellow club members, having a go at the Adventure Playground or walking through the Mangroves.	April	21 <b>Keep this free!</b> Details closer to the event.
	10 <b>Club Meeting, 7.30pm</b> Glandore Community Centre	25-26 <b>Kernewek Lowender Cornish Festival - Kadina</b> Stay for the weekend or come for the day. Sunday hosts the RAA Cavalcade of Cars and Motorcycles which attracts more than 500 entries from around Australia. The Classic Cavalcade comprises veteran, vintage and classic vehicles and motorcycles, all more than the mandatory 30 years old. Travelling from Wallaroo to Moonta and on to Kadina, thousands of people line the route to wave participants on. If you are interested in participating in this event details are available from: <a href="http://www.kernewek.org">www.kernewek.org</a> Entries close Friday 10 May 2013.		
May			June	12 <b>Annual General Meeting</b> 7.30pm – Glandore Community Centre. Members with vehicles on Historic Registration please remember to bring along you log books for stamping. <b>Mid Year Lunch</b> Date and details closer to the event.
	16 <b>Historic Registration Vehicle Inspection and BBQ</b> Volvo of Adelaide - 133 Frederick St, Welland. This year the event will be hosted by Michael Bennett. Plan to arrive from 10:30am onwards, expect lunch around 12:30 Compulsory historic vehicle inspections, all members and vehicles welcome. Use of hoists will be limited and Michael 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 10 June with numbers to assist with catering.			
July			August	13 <b>Club Meeting, 7.30pm</b> Glandore Community Centre
				28 <b>Dinner with Interstate Visitors</b> Details closer to the event. A great chance to catch up with other Volvo enthusiasts.
September			October	29 <b>Bay to Birdwood Classic</b> Current eligibility for "Classic" limits vehicles to those manufactured between 1/1/56 and 31/12/77. Entry forms will be available from <a href="http://www.baytobirdwood.com.au">www.baytobirdwood.com.au</a> from May 2013. Remember to enter early as numbers are limited. If you don't have a classic vehicle ride with another member or join the group for lunch at the National Motor Museum, Birdwood.
November			December	8 <b>No Meeting</b>
				9 <b>Christmas Pageant</b> Details closer to the event.
				<b>Christmas Lunch</b> Date and details will be advised closer to the date. Please keep an eye out for email updates - if you are not receiving emails please contact Tricia on <a href="mailto:coltri@bigpond.com">coltri@bigpond.com</a>

# SA Overview of 2012

## Overview of 2012 in the Volvo Car Club of South Australia

### February: Bethany Reserve, Bethany, Barossa Valley

First stop morning tea at the Lyndoch Bakery. Then heading towards Bethany for a picnic lunch at the beautiful Bethany Reserve. A time to relax and catch up with friends. After lunch many headed to Bethany Wines one of the oldest



established winemakers in the Barossa Valley. After a few tastings we headed towards the Bethany Old Pioneer Cemetery to stretch our legs. On our way again towards the famous Whispering Wall. The Whispering Wall is the retaining wall of the Barossa Reservoir. Built between 1899 and 1903, the dam was a revolutionary engineering feat for its day and attracted attention from all over the world, even making its way into the pages of the journal Scientific American. What draws visitors to the Whispering Wall is its unique acoustic effects: words whispered at one side can be clearly heard at the other, more than 100 metres away. Children in particular love visiting the wall and testing its abilities.

### March: Swan Hill Joint Event with Victorian Volvo Enthusiasts



This long weekend saw a gathering of Volvo enthusiasts from both Victoria and Adelaide many staying at the Big 4 Riverside Caravan park staying in

accommodation ranging from Luxury cabins with air conditioning to very warm campervans and tents.

Lots of sightseeing in the local area with visits to the Swan Hill Pioneer Settlement, Observatory Planetarium & Glass Studio, and a visit to the Flying Boat Museum on Lake Boga and the Giant Murray Cod. A great time for catching up with friends over many joint meals.

### April: Monarto Zoo

Monarto Zoo is 1,000 hectares of undulating mallee country with lots of opportunity to wander or catch the Zu-loop shuttle which has a guide to explain



the different animals and drop off at the various wildlife viewing platforms or keeper talks.



Some took the opportunity to test their fitness on the day and walk while others chose to enjoy the comfort of the airconditioned Zu-loop coach.

An exhausting day but well worth the visit.

### May: Mystery Drive

This saw a mystery drive organised by Alexander. We had many stops along the way enjoying the countryside with highlights being stops at the Johnsons

Cellar Door at Oakbank for Cordial tastings and of course Melba's Chocolate Factory.

### June: Historic Registration Vehicle Inspection and BBQ

Once again Povey Motors hosted the Vehicle inspection day. Great to see some many members and vehicles. Thanks for Chris for hosting the day and to the cooks for the BBQ.



### July: Mid Year Lunch at Victoria Hotel, Strathalbyn

Great lunch at the Victoria Hotel, Strathalbyn. Great time to catch up and chat with friends. After lunch many walked the streets to browse the various antique and bric a brac shops, visit the garden centre, sit by the river and relax.

### August: Bethany Reserve, Bethany, Barossa

Once again the club headed to the beautiful Bethany Reserve stopping at Lyndoch Bakery for morning tea. On our arrival at the reserve Bob and Jenni had the open fire warmed up and hot soup



waiting for us. Delicious. After lunch, time for a couple of games of cricket, bocce ball and totem tennis. No injuries a bonus. Then time to enjoy a relaxing coffee roasting marshmallows on the open fireplace and a walk to try and catch some tadpoles.

### September: Bay to Birdwood

Being the year for the Vintage vehicles in the Bay to Birdwood the Club watched the event on the front lawns of the Gumeracha



Hospital. Great way to pass the day and help the hospital with fundraising.

### November: Christmas Pageant

This day saw a very early start for the members volunteering as drivers, security, loaders, unloaders etc to assist with bringing Santa to Adelaide. A day when

the adults turn into children.

A very successful day which also saw the retirement of both Rowley and Glenys from their positions.



Special thanks to the Credit Union Christmas Pageant for allowing members the opportunity to assist in such a successful day.

### December: Christmas Lunch

Christmas Lunch was once again a successful get together with a very

special guest. Santa even brought gifts for surprised children at surrounding tables.



2012 was a very successful year and a special thanks to all who assisted with organising the events and looking forward to more successful events in 2013.

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Joining fee ..... \$5.00

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## President's Report

We seem to be going through a period where some cars are changing hands again. I have recently seen the sale of at least 4 122s locally. I am also told that owners are spending up on parts to make their babies shine again. The same also applies to 1800s.

Does this spell an uplift in the economy, or something else?

Whilst I have no knowledge of what is going on with other marques, at least it shows that our cars are still being loved and cared for.

If you are feeling party to all this positiveness, you may wish to take some advice from me in my Ramblings this edition. I have now bought and sold so many Volvos in the last 30 years that I have lost track. The important thing is that each time I buy a car, I still get the same rush as the last time, even the first time. When you buy an old Volvo, chances are that the car has outlived its owner. There will be lots of history attached to the car, and it is important to find this out, not just because it is fascinating. (There is also the added bonus of the SWMBO reaction!) In earlier days, Volvo also did some weird stuff to supposedly identical cars, so that no 2 were ever really the same!

If however, you are feeling that your time as custodian of your car should end, call me if you want, you never know your luck!!

By the time you are reading this, Corowa will be upon us. How exciting to catch up with long lost friends! To view beautiful classics! The fresh air!! I eagerly await the Rally and look forward to seeing you all there.

I would like to raise one final subject. That is that I believe that if you buy an old car, you ought to use it. There is not much sense in buying an old Volvo if it is just going to sit around, unloved. Even if it is shiny and just sits there, I suppose you could say you enjoy owning it, but unless you want to use it, think about the car's future. Someone out there might really enjoy the privilege of enjoying that car. Cars are meant and designed to be used. Of course, this means they wear out, but they can be restored (unlike humans). If your usage is careful, your Volvo will last many decades in its original form.

Safe trip to the Rally!

**Volvo for life (yours and beyond mine)**

**Robert Bakker**

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





by David Stone

I must have read over a thousand classic car magazines. I've been buying them since the 1980s and was once given a huge collection going back to the 1960s. I'd dreamed of a classic of my very own for decades, but was never certain I'd be in a place long enough to enjoy it and look after it properly. Instead my automotive activities centred around preparing old Land Rovers to chug around some of the less well trodden parts of the world. I've driven the route of the Carrera Panamericana, but in a vehicle shaped more like a Besser block than a '50s Ferrari.

A few years ago it dawned on me that I might finally be staying in one place for some time. Thoughts turned to buying something in the metal, and all the cars I'd read about were sifted for potential purchase. Most were easily discarded. I'm not a millionaire, so glamorous exotics were out. I don't want to lather myself in sunscreen before each drive, so that disqualified all the convertibles. Cars I drove in my youth held no appeal. They were rubbish then and still are, even when viewed through a fog of nostalgia.

In the end, it was surprisingly easy to get to a short list. It included various Alfas, Fiats, a Jensen and even a Citroen DS. A Volvo Amazon made the list, although I'm not really sure why. I just liked them.

It wasn't long before a Volvo 122S climbed to the top of the list. I wanted something a bit different with a sporting edge, but I was also keen to get a car I could spend more time driving than fixing. It had to be something I could work on myself if necessary and with good parts availability. Style and a

competition pedigree wouldn't hurt either. The Volvo ticked all the boxes, plus I'd had a 245 in Canada and a 145 here, with both providing sturdy, reliable transport. I thought the 122 would at least do the same.

The other cars on the list all had lots going for them, but the prospect of real world ownership seemed to make them less attractive. The Alfas have lovely engines and great handling, but only when they are running. Fiats are much the same. Both also do one thing faster than almost any other car – dissolve. Finding a Jensen in good condition at a reasonable price was going to be extremely difficult. An average one is a big gamble and buying a shabby one is as good as declaring bankruptcy. I found one good Citroen DS wagon (which is the only variant I really like) and it was with a dealer. Given the price tag, he'd obviously mistaken it for a house in Ascot. In any event, I didn't place enough value on retro avant garde kudos to seriously consider buying one. I also look awful in a beret.

*Continued on next page*

**Model: 1965 Volvo 122S two door**  
**Type: 13234HE**  
**Chassis number: 47857**  
**Colour: 67-1 Slate Blue**  
**Upholstery: 410-244 Light Grey**

### **History**

There are about 147 two door 120s on the club register. Of those, 39 are the rare 123GT models. This particular car is the 5th oldest two door 122S on the register.

It was purchased new on the 25th of March 1965 by a Mr C. Oppen from Regent Motors in Melbourne Victoria.

It was passed on through the family and ended up with David Nathan who lived in Yamba from 1974 to 1993.

The car was advertised for sale in 1993 and sold to my brother Vicken Minassian who lived in Sydney and it carried the number plate DTE105 at the time.

Richard Zammit in Brisbane (past Club



President) bought the car in 1995 and had it until 2000 when Graham Jones (past Club Vice President) bought it in 2001.

After completely restoring the car, Graham owned and enjoyed the car until 2012 when it was sold to David Stone and partner Deb. The car was driven to several rallies by Graham and got quite a few trophies on the way. Now it's David's turn to enjoy this lovely looking example of an early 122S.

George Minassian



## Volvo 1800-120 Club Australia Inc.

My partner Deb really liked the look of the 122 two door, so we agreed to start looking for one that was in sound, but not concours, condition that we could use without restoring it first. We thought it might take a couple of months to find one. In the end it took three years.

We started by looking at the car ads on the internet. We Googled the club sites and looked at eBay every day. I even put up wanted ads on Land Rover and mountain biking forums and on the social bulletin board at work. Inevitably I came across George Minassian and he was a wealth of information. Every time we found a car he seemed to know something about it and gave us some guidance as to what to look for. Ultimately George told us he'd heard a rumour about a car which might be for sale. That car is now sitting in our garage.

Of course, that's not the whole story. We had narrowly missed out on buying a few cars over the past three years and were beginning to think we'd never get there. We had actually agreed to buy a couple of cars, but the sales fell through. Once I'd gone so far as to organise time off work to fly to another state and pick up a car, then the vendor told me he'd decided to sell it to someone else. Another time a vendor demanded 25% more money than the price agreed before we collected the car. We even tried eBay, but were outbid on one car. I was also talking to another eBay seller who had refused to sell his car to the winning bidder, even though spirited bidding had resulted in a substantial price. He offered me the car for a higher price, then called the next day to say he was just going to stash the car in a warehouse, as the car was worth so much more than anyone was prepared to pay.

We had also decided not to buy a number of cars that just didn't seem "right" for one reason or another. We had almost given up on the idea a few times, but people told us a car would come along if we kept looking. And so it did.

We contacted the owner of the car within hours of hearing it might be for sale. It hadn't been advertised and he had no idea who we were, but said we could pop over at 4pm that day to see it. By 5pm we had agreed to buy it. We knew it was what we wanted within a few minutes of seeing it. It's not perfect by any means, but it is in very good condition, has a few tasteful modifications (including a rebuilt, up rated B20 engine and air conditioning) and looks great in slate blue. It had been very well cared for and, although it stretched the budget a little, we couldn't really resist.

We've now started enjoying the car and, of course, taking care of it. Besides the usual washing and polishing (something I've never had to do before), we've given it a good tune up and bought a few new parts to get the heater operational again. It's not really needed, but we don't like the idea that something on the car doesn't work. In the New Year we'll try changing the needles in the carburettors and tidy up a few more things. The intention is to slowly improve the car, while keeping it on the road.

In the meantime we're keeping our eyes peeled for another one. We'd love a wagon, although the chances of finding one look a little thin. But something might come along if we just keep looking.....

David Stone  
Brisbane

## Volvo 1800-120 Parts

New Parts for your Classic Volvo  
<http://www.volvo1800-120parts.com.au>

George Minassian

Ph: 07 5524 7158 - mobile: 0418 225121  
Email: [george@volvo1800-120parts.com.au](mailto:george@volvo1800-120parts.com.au)

Easy to Use Pictorial Price List Now on line



## New Parts for your 1800 120 140 164

A single gasket or parts for a complete restoration  
**Excellent prices and overnight delivery**

# The Jacques Coune Cabriolet Amazon



## Volvo Amazon Jacques Coune Cabriolet 1962

Jacques Coune had a coach building company in Brussels and built four of these convertibles in the early 1960s. Today only two of them still exist and this beauty is the only one on the road.

The original owner was an 18-year old girl who was presented with the car on her birthday by her father. Today it is owned by Stoffel Mullier in Belgium, who has made a complete renovation back to the original red leather upholstery and grey metallic paint. I saw this beauty in France when I was there for the 50th anniversary of the P1800.



# VEHICLE PROFILE *by Robert Bakker*

VEHICLE: 122S (1966)  
OWNER: TONY FORNO  
TYPE: 12234HL  
CHASSIS NO: 13234 HF 211098  
ENGINE: B20  
COLOUR: 79 (PEARL WHITE)  
UPHOLSTERY: 420532 (RED VINYL)

Occasionally, we come to be in the right place at the right time, or fate lends a hand, and we unexpectedly become the owner of an old car. Just so happens that one day tony decided to surf e(vil)Bay, and he came across this 122. Just one bid secured the car!

As one of its many watchers, I can attest to the fact that the seller did himself no favours with how he photographed the car. It looked horrid.

However, on inspection with Tony recently, it turns out the car is better than you might have expected.

It seems the previous owner had owned it for some 27 years, having bought it from the original owner's deceased estate.



Tony intends to restore what appears to have been a completely original 2 door 122S. So, B18, twin SUs, 4 speed gearbox and white with red vinyl interior.



RACQ paperwork found with the car suggests it was last on the road in 1986! Presently, it is being sanded and primed for painting. Though the photos you see here won't show it, it presented in a pale blue finish!

Tony confidently believes he will have it on the road in a matter of weeks. We shall see! It seems possible, as the motor fires and runs with no trouble, and the gearbox seems nice.

Good luck and good one, Tony!

I hope to see the car at an outing soon!



## ROBERT'S REPAIR RAMBLINGS

This time, we are looking at what to look for when buying an old Volvo.

The first thing to establish is why you are buying the car. For example, if you are buying a car for your P Plate kid, you will need to keep in mind reliability, insurance and of course safety and a car the kid will actually drive.

As this magazine focuses on older and classic Volvos, I will assume that you are looking for something of this nature. The car is likely then to be a toy, so will you still love it when you're sick of sorting all its little foibles out? Will you be able to maintain it yourself?



Say you are looking for a "starter pack" classic Volvo like a 142. Unless you intend buying and doing the car up, never selling it and hanging the expense, you will need to establish a budget for your purchase, and subsequent refurb or resto. If you don't, you will quickly over-capitalise, and have an elephant on your hands.



It also helps to know what are the usual weaknesses for the machine. For our 142 example, the big deal is rust, better if it is a '71 or earlier, as these were imported and so better finished (just love the stick out door handles, too!!). The same would also apply to 120, 1800 (especially so), and even 242GT.

Some people, with all due respect for them, simply have no idea what their car is worth when the time comes to sell. You must ascertain then, what is a fair price for the car you are about to buy. When you find a potential car, have a look at it to decide what is wrong with it. What can you do to the car yourself, and what needs to be farmed out? The most difficult part of any repair is the bodywork and interior trim.



Whilst interiors can be unbolted and put into other cars if you can find the parts, bodywork will be the most expensive part of any resto because it is so labour intensive, and these guys charge like lawyers (!) these days too.

So the number one rule is that if the body is too far gone, walk away.



Secondly, unless replacements are available for your interior, you will quickly spend a bundle, especially if the car has grotty torn leather, cracked dash and ripped carpet.



If you have some mechanical ability, a tired engine will not be as much of a hassle as it could be. But bear in mind again that if your lump needs a rebore, unleaded conversion, etc, you will quickly sink more money.



However, for our example, replacement B20 engines are available, for not so much cash, but again, unless you can do the replacement yourself, there will be a large outlay for the mechanics who will.

In any resto or refurb, I regard brake and steering repairs as virtually compulsory. Chances are your baby will have been sitting for a while, so the brakes will go off (see last editions column), and if your car is lacking in basic maintenance, there will be something worn or loose in the steering. Again, these are simple repairs if you have the skills, so are only a factor to way into the purchase price, rather than a reason to run away.



Volvos tend to be pretty rugged when it comes to the chassis, rear ends and even gearboxes (to a point). A test drive will quickly sort these issues out, but buying without driving will always be a calculated gamble. Let your instincts guide you here, as the condition of the rest of the car will generally tell you how good these things are going to be.



Finally, the best advice I can give is to buy the best car you can find for your money. I have seen people attracted by a low purchase price, only to find their machine is a money pit.

Once you get good enough, you may even be able to buy cars, fix them, and sell them for a profit!!

But please, don't give up and let your project languish in the shed. There is no car problem that can't be fixed with time and money (unless you want to sell it to me, of course!)

Next time.....what to do when you get stuck.....

**Robert Bakker**

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

# New Book - Now Available

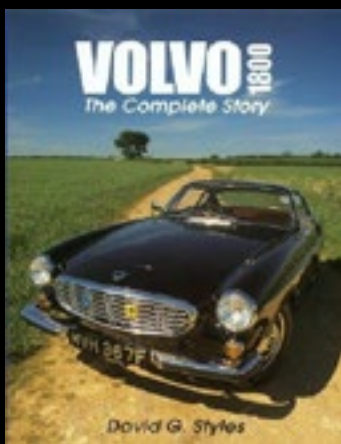
## Volvo P1800

**from idea to prototype  
and production**

By: Kenneth Collander and  
Mats Eriksson

Book on its own \$65.00  
Book with one badge \$95.00  
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Volvo 1800-120 Club Inc.  
Contact club secretary



Volvo 1800 - The complete Story  
By David Styles

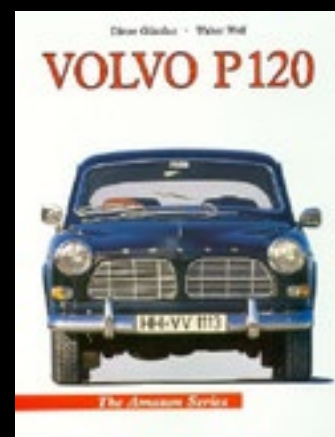
Volvo 1800-120 Club Aust Inc.  
Books for Sale

**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 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.

**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

#### APRIL:

**Sunday 14<sup>th</sup>** Moogerah Dam for lunch – BYO morning tea at Kooralbyn, then Moogerah Dam for lunch, a good run to ensure all is running well for the trip to Corowa. Meet at Calamvale Hotel 9:00am for 9:30 departure. Richard [richard@taspos.com.au](mailto:richard@taspos.com.au)

#### MAY:

**3<sup>rd</sup> – 6<sup>th</sup> COROWA VOLVO NATIONALS** - details: [www.volvovic.org.au/national-rally-2013](http://www.volvovic.org.au/national-rally-2013)

**Sunday 5<sup>th</sup>** David Hack Memorial Day @ airport – Toowoomba

**Sunday 19<sup>th</sup>** Macleans Bridge at Lakeside – details: <http://www.macleansbridge.com/>

#### JUNE:

**Sunday 23<sup>rd</sup> MYSTERY PUB** for lunch  
 Meet for Morning Tea and then on to the Pub on Brisbane's south side for lunch – Driving Instructions will be provided at the Morning Tea meet point. Full details of the Morning Tea meet point will be on the Club web site in plenty of time.

There is a calendar for the full year on club website:  
<http://www.volvo1800-120club.com>

### New South Wales

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

**Fri 12<sup>th</sup> – 14<sup>th</sup> July 2013**

**Bateman's Bay to Bermagui Run**

This event is held every 2 years by Classic & Vintage Motor Club of Eurobodalla. Contact Roger Pearson  
 email: [romar49@bigpond.net.au](mailto:romar49@bigpond.net.au)  
<http://www.cvmce.org.au/BtoB2013>

**Saturday 2<sup>nd</sup> 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 organising group!*

# Volvo Car Club of NSW Inc.

## President's Parlarce



Hello fellow Volvoites - here we are already spearing headlong into the New Year 2013. I am sure that when December 2013 arrives we will all say - "where did the year go?"

Well it went into the same place that the previous years went. It largely depends on what you did with it - well my recollections of last year are milestones in my life - I had the privilege of being on the support team for the Gulf Carrera Volvo 122S at Targa Tasmania and being one second off being part of the class winning team - being part of the second place team in this competition is just as rewarding. Secondly, I went to Goodwood Revival for a day - which was too short but my appetite has certainly been wetted and next time it will be for 3 days!!

I once was given a very profound piece of advice - or philosophic anecdote - call it what you like and it went like this -

"Once we learn how to get the most out of life, most of it has usually gone"

I encourage all of our club members to work on getting the most out of your club and this will probably reflect what you input into the club.

I am calling on all our members to get behind our car club, make some effort to get to our monthly meetings - these are social events in themselves - they are certainly NOT formal meetings - well there is a bit of formality sort of - most of the time we spend chatting and meeting fellow members, you can have a drink - coffee or your choice of whatever else and a meal if you want to - and catch up.

Members travel from the far Northern suburbs and from as far as Shellharbour to come to the meeting.

We are absolutely delighted to have Mike and Brendan on board the committee.

Mike and I met at my house for the formal hand over of the club's finances and in our conversation Mike had several new ideas for club events. I am really looking forward to getting the most out of this year and I hope all members do likewise.

Oh and I have to tell you about our fabulous secretary Jules. Her first message to me after the December meeting (when I narrowly won the voting for club president) was an e-mail the next morning beginning with the words "Good morning Mr President ...." Thank you Julie.

From the office of the president

E pluribus unum

**Ted Warner**

## Committee 2013



### Affiliate of the Council of Motor Clubs

#### PRESIDENT

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tw@firstneon.com.au

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dolly\_d@tpg.com.au

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&

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Terry Thompson

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**Email:** [hollymist@bigpond.com](mailto: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

- Sunday 21st April:** **Lunch Run to Southern Highlands.** Eling Forest Winery, Sutton Forrest. (See the following page for details)
- 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>
- Sunday 19th May:** **National Motoring Heritage Day.** See the flyer in this issue or go to the CMC website at [www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)
- Sunday 16th June:** **Lunch Run to the Central Coast.** The Point Café, Avoca Beach. Great venue. More details in the next issue
- Saturday & Sunday 20th & 21st July:** **Weekend at Spud Murphy's in Crookwell.** I must say I'm looking forward to this one people. I'm scouting out something for us to do on the Saturday, so I'll have more details for you closer to the event.
- Sunday 18th August:** **Shannons Sydney Classic.** The CMC's premier event of the year. Tickets are available now, so please contact me ASAP, as spots are limited. It's \$15 per car, but the CMC may not be organising lunches this year. However, we can utilise the excellent food in "The Garage" on the day. **Our interstate friends are more than welcome to tag along.**
- Sunday 15th September:** **CMC Anniversary Lunch.** A sit-down lunch is being organised to round off the CMC's 50th Anniversary year. It's being held at the Ryde-Eastwood Leagues Club, and we will have exclusive use of the top floor of the car park for a display. More details to come closer to the event.
- Sunday 20th October:** **Clayton's Show 'N' Shine.** We are looking for a new venue for this one and will keep you posted.
- Tuesday 5th November:** **Melbourne Cup Lunch.** Our old mate Stuart Allsopp is back with us and he's utilising his contacts in the horse racing field to organise a "Melbourne Cup" lunch at Kembla Grange. **We will email out an Expression of Interest for this one because it's not on a weekend. If we get enough interested parties we'll go ahead on the Tuesday, otherwise Stuart will arrange it for a Saturday race meeting in November.**
- Saturday 7th December:** **Christmas Party.** We liked it so much last year, we're going back to the St. George Motorboat Club again this year, but a week earlier this time. I'll be organising some items of interest for the party, so keep watching this space., **Talk to you all later, Jules**



## Model Gurus

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

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

## Our Next Outing



### **Eling Forest Vineyard & Winery Hume Highway, Sutton Forest**

**Sunday 21st April, 2013**

**\$35 per head, includes main, dessert, tea or coffee and a wine tasting at the lunch table. It's a sit-down dinner with alternate service of a set menu.**

**I will need final numbers no later than 14 days prior to the event. Once we have finalised numbers we are liable for full payment, so if you don't turn up, the club will need to recoup the cost of your lunch from you. You may pre-pay if you wish. Just use the tear-off at the bottom.**



#### **Details of the trip are as follows:**

**Members are to make their way to the Mobile Service Station at Pheasant's Nest, on the left hand side of the Hume Highway, heading South, and be ready for 11.00 am departure to Sutton Forest. (Those members & guests traveling from South Coast or Canberra can choose to meet us at the winery).**

*Established in 1990, Eling Forest Winery was the second modern winery to be established in this cool climate area of the Southern Highlands.*

*The first wines were produced in 1993 and are available direct from the cellar door.*

*The grapes are handpicked and the vines are hand pruned. The juice is extracted gently from the grapes in a hydraulic bag press.*

*Wine is fermented in stainless steel vats, then aged in American and French oak barrels.*

*Your host Barbara has a lifelong and vast experience in food preparation for the hospitality industry and has moulded together our whole team of an internationally trained chef, baristas and friendly staff to make any visit to Eling Forest for a traveller's meal and/or wine tasting an enjoyable and relaxing experience. We specialise in light meals and gourmet lunches, which you are invited to enjoy with one of our cool climate wines.*

### **We're coming to Eling Forest Winery! Cut-off date 4th April 2013**

**Name: .....How many people?: .....**

**Cheque/Money Order enclosed for \$.....(\$35 per head)**

**Post to: PO Box 419, Bexley 2207.**

**Or EFT to: St. George Bank**

**Account Name: Volvo Sporting Car Club**

**BSB: 112-879 Acc No: 473827411**

**Transaction Description : (Surname) & Eling Run**

## Uncle Ted's Tips

What can I say – I've given you the best tip ever – save your money and go to Goodwood Revival. But I feel I need to expand on the tip and fess up to some of the things that I didn't do and that you and your spouse or partner or boyfriend or girlfriend or whomever will need to have or get hold of or do whilst there.

So here goes. You will probably need at least one similarly minded couple to go with because I have just visited with Boyd (aka SVEN) and Karen Symington and their friends Pete and Karla – who between the four of them took 4,000 (?) photos of Goodwood Revival – they were there for the three days and each of them has a 16 bazillion megabyte SLR camera and 3.5 tonnes of tripods and other camera accessories. At least we don't have to carry 16 rolls of 35mm colour film.

For those of our readers – "film" is the stuff we used to have to carry through the X-ray at the airport, keep it in a cool dry place which is difficult to find, and which always ran out after 36 shots. Of course you had to open the back of the camera to change it, which one did without getting dust in the back – also difficult.

Anyway I have a drawer full of old SLR film cameras – anyone know what I can do with them???

Anyway, back to the story – Take a good Camera with a spare card and battery.

Now here is the best tip – take some pictures. You know it sounds like you don't need to say this but I was happy to hear that Pete was so gob-smacked by the sight of the silver arrows in the Mercedes shed that he didn't take a shot.

Luckily Boyd did take a few (hundred). The sights are like that though, because everywhere you turn something is of interest and experiencing it through a camera lens doesn't do it for me.

Secondly you must dress up – in sort of period gear. Men must have a flat cap, preferably tweed, a tweed sports coat with leather patches on the elbows would really go down well and a scarf (a plastic poncho that you buy for a few dollars is essential) a shooting stick that folds out to give you a seat – leather of course would be "rather pukka", moleskin trousers if you have them although denims are OK and RM Williams boots or similar would be a good finish – certainly NOT joggers. Now for the women – well much the same – but jodhpur trousers and riding boots would be good – but a uniform of sorts would do well – because we all know 'men love women in a uniform'.

You can buy food and drinks there – and be prepared to walk around quite a bit but equally there are places to rest, get an ice-cream, shop for all sorts of stuff – look at cars, look at the races – walk around the garages –this is a must.

A really good tip is to get there early – we arrived at around 8.30am – as the roads are very narrow and clog up quickly. We met up with a bunch of classic cars on the road and felt decidedly out of place with an old Jaguar and an early Austin Healey in our 2012 Vauxhall Insignia- diesel-yipes.

What else – be prepared to stay late into the evening if you want to and there is stuff to do– we left at nearly 9pm.

Oh what didn't I do – well we only got there for one day – first mistake. Second – I didn't dress up and I like dressing up – some of you may know this. And thirdly – take enough pictures. I stood on the side of the race track looking at the most amazing cars just feet from me and I just wanted to be there in that moment – not peering down a camera lens.

Can't wait for next time – and I am sure there is going to be a next time.

Have a great year

**Ted**

## He's a Winner

Young Brendan does us proud. For the uninitiated among you, the Bob Mc Sweeney Trophy is awarded each year for services to the club by a member, other than a member of the committee.

Brendan MacGillicuddy won for 2012 for his sterling work in managing our website. But, not only is he the "Wiz of the Website", but he also won the 2012 Engineering Student of the Year. His thesis was on the *"Method to enhance the bond between the steel tube and the concrete in Concrete-Filled Steel Tubular (CFST) columns"*. A winner all round. Well done Brendan.

**Brendan  
seen here  
accepting  
his Bob  
McSweeney  
Trophy**



## The Christmas Party

Now we come to "The Event". This time around we opted for a venue other than a club member's residence. We have thoroughly enjoyed the last few years at "Thommo's" place, and for this, Mr & Mrs T, we offer our grateful thanks. We take away many fond memories. But, it was time for a change and on to the St George Motorboat Club.

We had our biggest attendance for the last few years with 40 people turning up in the hope of a "prezzie" from the "Big Guy" in the red suit, and we must have had more ticks on the nice side of the ledger rather than the naughty side, because "He" turned up right on time! His sack was full and so was he; full of 'cheer', I mean.....as usual. I'm sure he must sample a little too much of the good stuff before he gets to us. Probably because he needs it .....it's a long trip Down Under.

The Club is beautifully situated on the shores of Kogarah Bay in Sydney's South East, and as you can see from the photos, it's a stunner. Our room was just below the terrace in the photo on the top right. Came time for the sun to go down and we were treated to the best sunset that Mother Nature was able to turn on.....the gang was suitably impressed.

It was crackers and party hats all round; the food was top notch and everyone went away happy. So much so that we've decided to repeat the exercise this year.



Some of the Gang



An Aussie Santa



Our Christmas Tree



## The Christmas Party





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

*Here we go gang.....another year that's accelerating out of control! We have a new committee which is raring to go, so be prepared for the new order! There'll be bigger and better doings this year with some new young (and older) blood on the Committee.*

*We have a full social calendar now, which is pretty much set in concrete. We decided to plan early this year to give you all space to organise your time around the events, so we'd really like to see as many people as possible coming along. We usually manage to have a great time.....we haven't been around for over 40 years without doing something right!!*

*Talk to you later,..... Jules*



### Puns for the educated.....

King Ozymandias of Assyria was running low on cash after years of war with the Hittites. His last great possession was the Star of the Euphrates, the most valuable diamond in the ancient world. Desperate, he went to Croesus, the pawnbroker, to ask for a loan. Croesus said, "I'll give you 100,000 dinars for it.

"But I paid a million dinars for it," the King protested. "Don't you know who I am? I am the king!"

Croesus replied, "When you wish to pawn a Star, makes no difference who you are."

Evidence has been found that William Tell and his family were avid bowlers. Unfortunately, all the Swiss League records were destroyed in a fire, ...and so we'll never know for whom the Tells bowled.

A man rushed into a busy doctor's surgery and shouted, "Doctor! I think I'm shrinking!" The doctor calmly responded, "Now, settle down. You'll just have to be a little patient."

A famous Viking explorer returned home from a voyage and found his name missing from the town register. His wife insisted on complaining to the local civic official, who apologized profusely saying, "I must have taken Leif off my census."

There were three Indian squaws. One slept on a deer skin, one slept on an elk skin, and the third slept on a hippopotamus skin. All three became pregnant. The first two each had a baby boy. The one who slept on the hippopotamus skin had twin boys. This just goes to prove that... the squaw of the hippopotamus is equal to the sons of the squaws of the other two hides. *(Some of you may need help with this one).*

A sceptical anthropologist was cataloguing South American folk remedies with the assistance of a tribal elder who indicated that the leaves of a particular fern were a sure cure for any case of constipation. When the anthropologist expressed his doubts, the elder looked him in the eye and said, "Let me tell you, with fronds like these, you don't need enemas."



*Rather timely I thought !*



# 2013 Invitation Motor Sport Events



## Fiat Car Club Motorkhanas - 2013

Sunday, 17 February 2013	fiat club booking	Fiat Club Motorkhana R1
Sunday, 10 March 2013	fiat club booking	Fiat Club Motorkhana R2
Saturday, 15 June 2013	fiat club booking	Fiat Club Motorkhana R3 D/N (Strictly Fiat & Volvo Clubs)
Sunday, 16 June 2013	fiat club booking	fiat club motorkhana R4
Sunday, 11 August 2013	fiat club booking	Fiat Club Motorkhana R5
Sunday, 29 September 2013	fiat club booking	Fiat Club Motorkhana R6
Sunday, 24 November 2013	fiat club booking	Rain out date for motorkhana

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

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

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

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

**Jules**



## Gnoo Blas Classic

Not much to report in the way of Volvo sightings on my trip to Orange on the weekend.

The first two Volvos, apart from my own, were seen in the pit carpark at Bathurst were, a Volvo Hi-Decker accommodation bus and the VIP Petfoods FE series Volvo semi.

Not really what I was looking for, but still good solid Volvo vehicles.

The 400+ KW Special Police Falcon at Gnoo Blas was very popular. Most were commenting on how the police car had a Pod Filter on it and if car enthusiasts were to do the same they would be defected!

One thing that did catch my eye on the Falcon, was that the battery at the front was pretty standard at 560 CCA. I was informed there was another battery in the boot for the Bumper Plate Scanner and other electronics. The car draws more than 400 mA with the key off and if left off for too long has to be "jump started", as you will not have all the new electronics working until you return to Huntingwood Highway Patrol base for a reboot.

Back at Bathurst, I did get a chance to have a look at the #88 Il Bello Rosso Ferrari 458 driven by A.Simonsen/ M.Salo/J.Bowe/P.Edwards, competing at the Bathurst 12 Hour with ADF Military backing.

Unfortunately, this Ferrari had a brush with the Mosler during qualifying and a later brush with a wall during the race, leading to an early exit for the vehicle. The car managed some good lap times in qualifying; one below 2.06 minutes, which apparently is out of FIA GT regulations, so much so they added another 50 KG ballast to keep competition fair for the weekend?

**Brett Coady**



# Classified Ads: Cars & Parts

FOR MORE 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) 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](mailto:lancephil@bigpond.com)

**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** (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 area's 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 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 currently has a set of '73 rims on it. It also has a variety of spares, too many to list (rare items included). 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 \$2750 for the car with additional motor, gearbox, mags and all spares. Will consider all reasonable offers - the car has to go! The car is located near Gosford NSW (40 min north of Sydney). Contact Terry on 0412 736552 or email: [tandk@internode.on.net](mailto:tandk@internode.on.net)

**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](mailto:jant72@gmail.com)

## 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](mailto:lachyevans.music@bigpond.com)

## 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](mailto: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](mailto:jrobertson@bigpond.com)  
Visit the website for full details!

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

**1997 S70. 2.5 20 VALVE** normally aspirated (last of the cable throttle I believe), 4Sp Automatic with 192,000 km. Bought from Wellington, NSW in June 2006 with 113,900 km on clock. Engine Oil



changed every 5K with a filter change every 10K. Other works done in the six years I've owned it include replacement Ign Leads,

Cap & Rotor, Battery and Windscreen, as well as front brake rotors machined all in the last 12 months. A 180K Service was done in November 2011 including all fluids and filters (including Cabin Air) & spark plugs. New Tyres at 160K (2010) and Strut Tops replaced in 2008. Condition of the car generally is fair, some scratches / stone chips and a small dent in driver's door but still looks presentable, interior also fairly good just minor wear on driver's seat and usual vinyl lifting from recesses in door trims. Upgraded to a three year old V70 T6, so time to find new home for the S70. Asking \$6,500. Contact Craig – 0428 529372 – for further details/photos. Car is in Adelaide, SA

**1983 240GLE** in immaculate original condition. 56,200 ORIGINAL owner km. Deceased estate. Always garaged. Beautiful light green colour with perfect beige velour



interior. Original alloy wheel with Pirelli P6 tyre never seen the road. ORIGINAL rear tyres! You will not find a better original 240GLE around. Must be seen to believe. Contact Mark 0434897144 or John at Voldat on 95531091. Asking \$6000.

**2004 S60R** Auto/Tiptronic (5 Cyl 2.5L Turbo AWD sedan, Silver, Dark Blue Lthr interior) Done nearly 111,000 Km, In excellent condition throughout. It has a



twin stainless steel exhaust system by TME (Sweden) fitted by VP Tuning in Victoria. Front control arm bushes replaced as was the Radiator by VP Tuning. It has a new ECU with power rated at 230+ Kw. Good tyres. I am selling both my Volvos with the idea of getting one car. I am asking \$21,000 negotiable. I AM open to offers! Phone Gamani 0414-67-9484.

**1990 C70** Great condition with all standard features, 2.3 ltr turbo motor, perfect paint

work, two tone leather interior, rego exp. Sept 2013, 173000 klm, sun roof and full



service history \$9500. Contact details are 0434605914 and 03-93902295 Email john.huggard@virginaustralia.com

**1979 242GT** in unrestored original condition. It has been serviced by Peer at GLT and is mechanically very sound. The rego has recently expired but, before that, it was a daily driver. It has a brand new battery and plenty of life left in the tyres. The body is good and straight, with very minimal rust but the paintwork is 'weather affected'. The interior is tidy but needs a little 'TLC'. It has a tow bar and roof racks fitted also. Everything is there to make this



a great restoration project or, with a little bit of work, it could be roadworthy again and enjoyed, as is. This is an appreciating classic and, at \$3599, it represents good value. Rod Wilson 0434 013 898. Email: kidcasino51@hotmail.com

**1972 1800ES** Light blue metallic with black & blue interior. Excellent condition throughout. Engine rebuilt in 2011 (unleaded conversion). Manual with overdrive. Fold-back Webasto-type



sunroof. Full service history (serviced by Voldat). Regretful sale due to overseas move. \$30,000. Phone Tony 0411334439 or awheath@hotmail.com. Located in Melb.

**CLASSIC VOLVO WANTED!** Hi there, as an ex-club member, I'm writing with a very heavy heart to advise on the status of my P1800E chassis number 30836. We've been together since the late 90s on many adventures, and when I moved my family to Tasmania 5 years ago, she came with us. Just over a week ago, she was destroyed by the bushfires that swept through our property at Connellys Marsh, Tasmania. I've yet to meet with the Shannons representative, but I expect that it will be a total write-off. I've attached a photo of the devastation. I would really love to be able



to replace her with some classic Volvo, 1800 or Amazon, project or otherwise. Unsure of my budget at this stage, but perhaps you may be able to place an ad for me in the classifieds or the club magazine? This email address dhack70@gmail.com is currently my best contact. Many thanks, Daniel Hack

**1973/4164E** Automatic 3.0L. Fuel- Inj- disc brakes. Indep-susp. Pwr Steering. Straight 6 Cyl-Engine /Cast iron overhead. Body & F/seats need some attention. Good tyres & Battery. AC not functioning. Car in running order. Registered. Enthusiast selling due ill health. Offers over \$750. BURWOOD EAST. MOB 0405598721

**1973 1800ES** Deceased estate vehicle, Hatch blue, 2 door automatic. Low mileage just under 72,000. Serviced by and maintained by Voldat Automotive



Moorabbin Vic. One of the estimated 100 in Australia in working condition asking \$26,000. Contact Ms Lyndel Saleeba (03) 9850-3192

# 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)

( ) Pensioner (\$20)

### 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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If undeliverable, please return to:

Volvo Club of Victoria  
PO Box 3011, Moorabbin East  
Victoria 3189

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