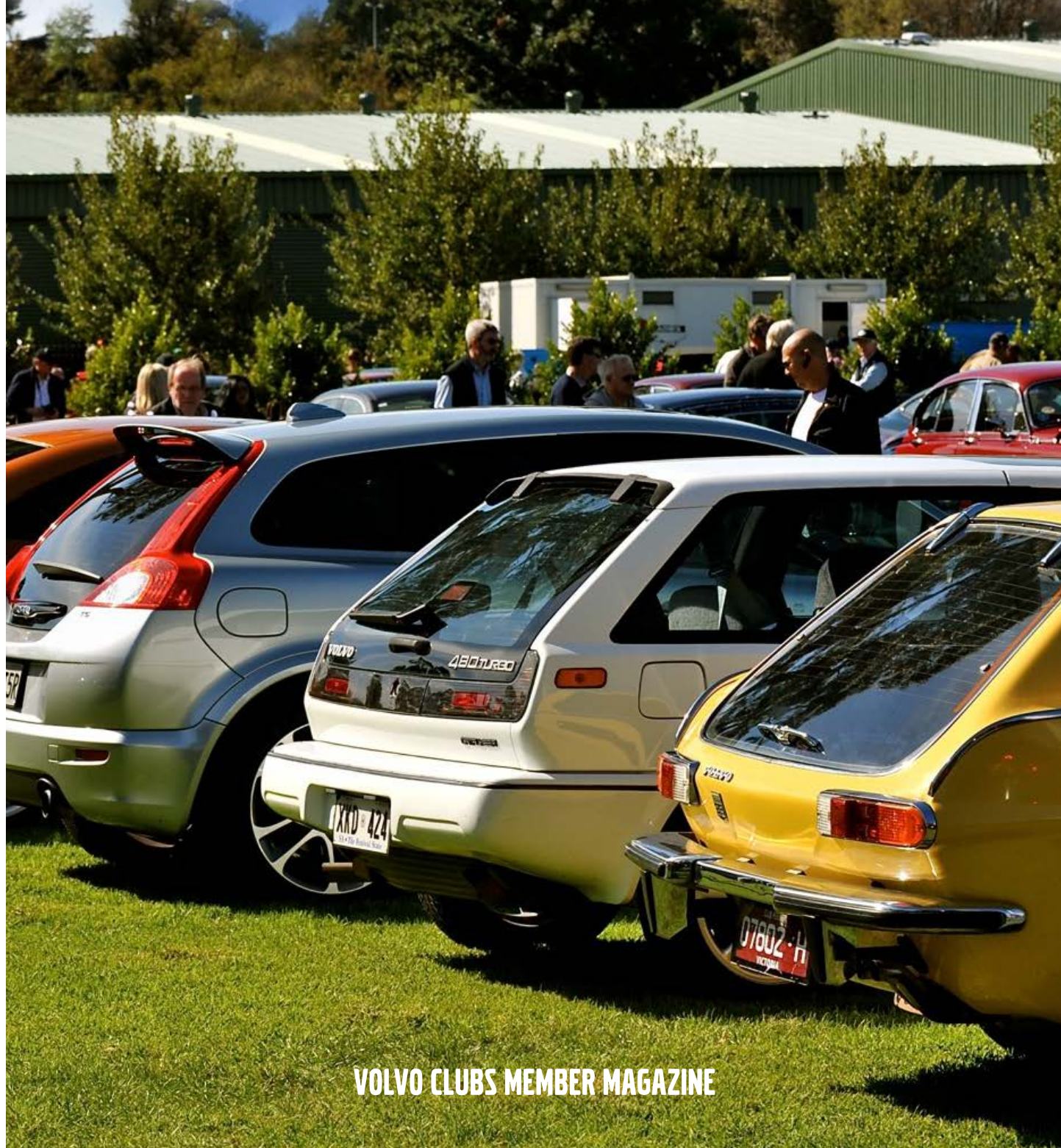


ROLLING

AUSTRALIA

NO.208 MAY/JUNE 2013



VOLVO CLUBS MEMBER MAGAZINE

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ROLLING

Rolling Australia May/June 2013, Issue 208

The magazine for the Volvo Clubs of Victoria,
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Front cover: Motorclassica by Gerard Gowans.

Back cover: Lisa Ahlberg married Joe Cherrie on the 8 February 2013. She has grown up with the Volvo Amazons and took her license on a 1965 four door. The 1968 model carried her three children in the cortege up between Tiffany's and House of Laurels in rainforest fringed Maleny in Queensland. Her Second Name is now Cherrie.

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Victorian Events Calendar

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

May

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 if you plan to attend.

June

5 (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!

16 (Sun)

Monthly Club Run

Details to be confirmed at the June Night Meeting or keep an eye on the website.

July

5 (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)

Monthly Club Run

Details to be confirmed at the June Night Meeting or keep an eye on the website.

August

7 (Wed)

Night Meeting and Club Annual General Meeting

More details in the July/August magazine.

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

Visitors always welcome!

18 (Sun)

Shannon's Sydney Classic at Eastern Creek

Interstate club members have again been welcomed to the Eastern Creek event. Entry fee is \$15 and needs to be paid in advance to the NSW club.

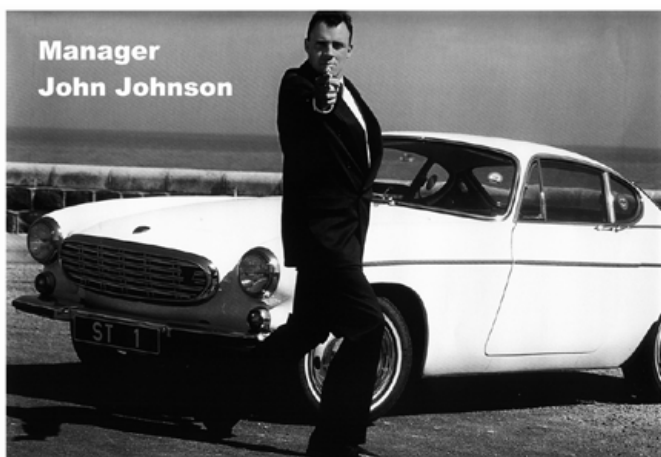
Please contact Julie Williams ASAP (no later than 30th June) if you plan to attend by emailing hollymist@bigpond.com

For the event flyer, go to: www.councilofmotorclubs.org.au/flyers/SSC-2013.pdf

Accommodation recommendations: Chifley Hotel Eastern Creek or Rooty Hill RSL Resort.



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President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

By the time you read this the National Rally will be over. I hope all entrants had an enjoyable time.

The Victorian Club was proud to be host to such a great turn out. It gave me an opportunity to catch up with old friends (in the sense that I have known them a long time!!!) and meet new ones on their first Rally.

As I am doing this report prior to the event I hope all runs to plan!

On the local front we had a visitor from Switzerland at our March meeting who

is a member of several Volvo Clubs in his region. As Juergen is a regular visitor to Australia we hope he may be able to coincide his next visit with the next Rally in 2 years.

Our revamped monthly Club runs have been successful in most instances except when the weather was against us.

We are looking forward to a good turn out to the RACV Showcase at Flemington when we have the Club's Show and Shine Day (see coverage in the VIC events section of this edition of Rolling). The



Mercedes Club will have a large event for their Concourse as well as numerous British Clubs. It is a great day organised by the Association of Motoring Clubs.

This is a short report for this issue.

Lance Phillips

242GT/262C Register

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

This is also an abbreviated report. Hopefully after the Rally I will have some stories on members cars. David Caligari is in the middle of a refurbishment so will not make the Rally in his Lexus V8 GT but I look forward to seeing it on completion.

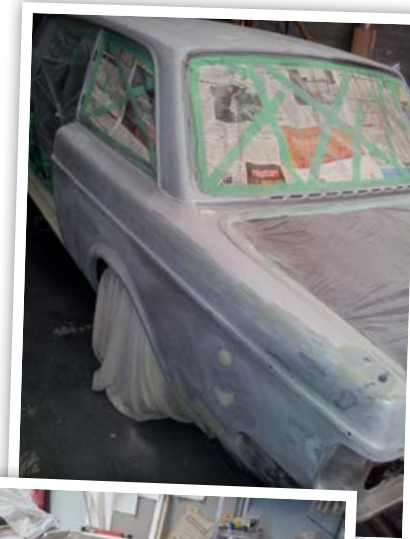
Craig Rasmussen is working hard on his fleet of 242GTs. I have the ex-Harry Clarke 1979 242GT automatic up and running on Club plates after shipping it over from Tasmania.



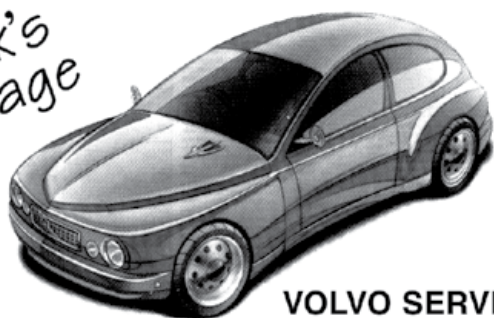
Clayton Wilson also has not finished his GT project in time for the Rally but I look forward to seeing photos of the completed car.

There are a couple of cars on Ebay at present at both ends of the scale - resto project and drive away car.

Lance Phillips



Frisk's
Garage



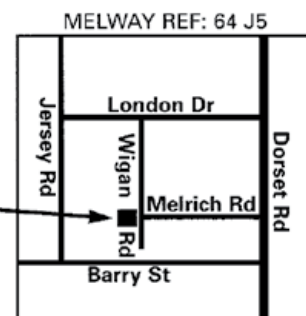
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Owner



News

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

Welcome New Members!

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

- Stuart & Lisa Butcher (C70)
- Stephen & Carmen Couché (240x2, 740)
- Nick Carydias (360)
- Nils Oman & Kathy Roberts (C70)
- Steven Lagos (P1800)
- Brian & Gail Dabinett (V70R)
- Andrew Robb & Jessica Gerger (122)



As of the 21st of April, the club has 233 members, 14 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 21st of April is \$21,028.12. 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)

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.

Club Stickers



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.

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

CH Plates

If you have a car on Victorian club (CH) plates linked to the Volvo Club of Victoria, it is mandatory to keep your membership current. Refer to www.aomc.asn.au/cpsnewfaq.htm for Frequently Asked Questions.

It is also suggested that you have a copy of the VicRoads club permit handbook in your car – these can be purchased from the club secretary John Johnson.

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

Targa Tasmania 2013 - Extract

Leg One: Launceston / Mt Roland / Launceston

The first full day of competition comprised eight competitive stages in a loop to the north and west from Launceston. The first two stages, Deloraine and High Plains are set up to "warm up" cars and teams and get them assimilated to the above ordinary speeds we'll be competing at on public roads. As such, the Base Times (the time beyond which crews accrue time penalties) are set quite high so that they are easily "cleaned" (zero penalty time). The next six stages are significantly tougher and require full attention and commitment to achieve a good result.

Tragically, on the Deloraine stage, the driver of a Porsche Cayenne had a serious "off" over a series of high speed crests and was killed. His navigator is in serious condition in hospital. Many of the competitors were not aware of the incident until later in the day.

The competition intensifies as the day progresses and teams tune in to the task at hand. Stage 3, Sheffield, was the first of the high speed stages, and on handicap, we placed 4th, some 14 seconds behind the Ulrich's Jensen, and seven seconds ahead of the Freestone Holden. Nook saw us in 4th place again, this time nine seconds back from the Freestones with the Ulrichs again in 1st. Moriarty saw us in 6th place, just eleven seconds off of 1st. Stage 6 (Merseylea), a favorite of ours from previous years, runs in open country along a river valley before crossing a bridge and climbing a rough, steep road to a ridge with a fantastic sequence of corners through the middle of the 10 km stage. We and four other teams (the Freestone's Holden, the Ulrichs' Jensen, the Siddins' Datsun and a Hillman Imp) "cleaned" the stage – none of us accrued any penalty time so in effect were all equal.

The tone of the 2013 Classic Handicap Competition is beginning to set with a theme of a smaller but quite "hot" competitive field – the next stage, Palooka, saw the all but one of the same group clean the Stage again with just the Freestones' dropping one second (and we know how that can count at week's end). The final stage of the day, the 28km long Mt Roland section, saw us well warmed up and in the groove. Our "sticky" tyres were good and hot, our synchronisation of pace notes and driver responses flowing well.

For the full story, visit our website: www.volvovic.org.au

The Editor's Desk

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



Hi all - welcome to the May/June edition of Rolling Australia. By the time you read this, the National Rally in Corowa will have happened, so be watching for full coverage of that event in the July/August edition (send your stories and photos to your club's magazine section contact or the Editor). The number of cars and attendees entered should ensure it's one of the larger Australian National Rallies.

I have no theme for this month, so how about a few snippets that people have sent me or I've seen on the web?

We have a number of new members to welcome (see the membership report). Nils Oman included a photo of his C70 convertible - welcome Nils!

Did anyone see Volvo's contribution to April Fool's Day? See the image! The press release was titled "Another automobile safety world-first from Volvo: Volvo Car Group launches external, car-enveloping airbag technology" and went on to say:

Volvo Car Group (Volvo Cars) is known all around the world as the undisputed car industry leader in terms of automobile safety. Today, the company unveils another world premiere with the External Vehicle Protection (EnVelop) system.

The announcement comes one year after Volvo Cars launched a world-first with the Pedestrian Airbag Technology on the all-new Volvo V40.

The External Vehicle Protection system consists of a small container built in the roof of the car, which contains a folded-in, vacuum pulled balloon of similar material to existing airbags. In case of an

unavoidable collision, whether it is with another car, a roadside object or even when coming into contact with surface water, the balloon unfolds within the blink of an eye around the car.

By completely enveloping the car, the



External Vehicle Protection system ensures that damage and personal injury as a result of the collision is minimized.

Pretty funny!

A number of interesting images have surfaced - a recent carsales.com.au advert pictured a couple girls pushing a car with a beach background, and caption "Time for a new car?" The car the girls are pushing is probably only recognisable to us Volvo freaks - a 122 wagon.

Russell Arnold, 1800 owner from NSW,



recently had his car involved in some of the launch activities for the new Volvo V40. We received this image of his 1800 pictured alongside a number of scantily-clad beauties, in typical car show fashion! Well done Arnold! Hope your ticker's still-a-tickin' after all that!

I received an email from Volvo Cars Australia with some special offers, one of which was for an XC90 tow bar. The image above the offer shows the XC90 pulling a car on a trailer. The car is an 1800ES. How appropriate!

Finally, I saw that Callaway (a Corvette



specialist performance company in the US) has announced they will be offering a "shooting brake" appearance kit for the not-yet-on-sale new Chevrolet Corvette. I think it looks fantastic! I told my dad it would make a good replacement for his 1800ES if he ever gets sick of it.

Thank you to Ben Winkler for his great



work on the magazine. He's now taken over the full layout job and all I have to do is provide the text files and images he can select from. Thanks Ben!

Regards,
Greg Sievert

Victorian Display Day 2013

We had fantastic weather for this year's display day, even though the forecast said there was a chance of an afternoon shower. The mix of cars was a bit different than last year, with an abundance of 240s, and a distinct lack of early cars (only one each of 122, 1800 and 140) and surprisingly no 242GTs (and only one 262C).

We also had only the electric 240 in the modified class, so there were 5 classes with no 2nd place! Strange indeed. For a change, Gudrun had a competitor in the "little" Volvos class - Mark Iceton brought his rare 480ES.

The largest class by far this year was the "moderns" (850 and later) which may be a sign of the times. See the people's choice winner's list for full details.

Special thanks to Kerry Severino for bringing steaks, chops, snags and bread to supplement the club-provided BBQ. Thank you all for displaying your cars and making it a great day out. We hope to see even more cars next year!

Class Winners

P1800 Class

1st: Gerard Gowans – P1800ES Yellow (07802H)

120 Amazon & PV Class

1st: Sam Thorpe – 122S Red (13597H)

144/164 Class

1st: Len Ward – 144 Red (KJP811)

242GT/262C & 242 Series Class

1st: Doug Miller – 262C Gold (AUS262)

240/260 Series

1st: Mark Hoffmann – 240GLE Blue (MK240)

2nd: Kerry Severino – 240GL Green (KMS222)

740/760 & 900 Series Class

1st: David Raynor – 960 Blackberry (NTV309)

2nd: Kevin Holden – 940GLE Burgundy (ANN940)

Small Volvos 300/400 & S/V40

1st: Gudrun Hoffmann – S40T Grey (GUDRUN)

2nd: Mark Iceton – 480ES White (XKD424)

850 & Later Class

1st: Peter Hoffmann – S80 V8 Oyster (VAG617)

2nd: Mark Richardson – C70 Saffron (1997ST)

Modified Class

1st: Wayne Bowers – 240GLE EV Wagon Blue

Encouragement Award: Selected by President

Dion Nowatzky – V70 XC Ocean Race

Most Typical Volvo: Selected by Committee

John Grant – 240GL Blue

Master Class:

Mark Hoffmann – 240GLE Blue (MK240)













Phillip Island Classic March 2013

This year we had only 2 club cars at the Classic - Kevin Holden stayed the weekend with his 240 wagon, and Greg & Wayne took the 1800ES out for a run on the Sunday.

The weather was quite hot on Sunday morning, but a cool breeze came in the afternoon making it quite pleasant. In addition to the racing activities, there is a huge display of classic cars along the Shannons Walk - we spent a good couple hours having a browse.

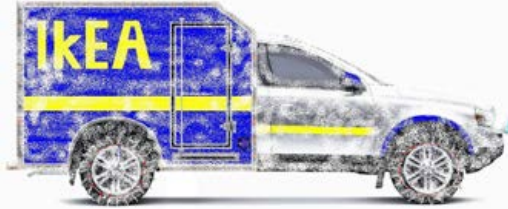
The cafe had really nice sandwiches for lunch, and we enjoyed chatting with Kevin and the other folks who dropped by to ask about the Volvos.





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Beautiful Bodies

No, No, NOT the beautiful bodies clad in brightly coloured bikinis lying on bright white sands on the beaches in summer getting an all-over golden tan. I am musing about CAR bodies and how they got that way.

The first car bodies were built by the blokes who built horse-drawn coaches – think Cobb & Co. A frame-work was built



in wood and a metal skin was hand beaten into shape and fixed to the wood; the interior was covered in leather or similar material. Then the whole contraption was put on top of the chassis and bolted down. At first the shape was very upright and very dignified. Then as cars got faster the top of the windshield was sloped back at the top. Eventually the whole body was angled to make the car look as though it was travelling at 100 miles-per-hour [161

Kph] when parked by the kerb. In the 1930s in the Art Deco period everything was simplified and “streamlined”. This was applied to planes, ships and even train locomotives – remember the early “Spirit of Progress” steam loco of 1937? Also car bodies were pressed from sheet steel and bolted and welded together. This made them more rigid and eliminated the squeaks and rattles of the wood framing. But headlights and tail-lights and other bits and pieces were bolted on looking like afterthoughts.

Car building came to a halt during World War II and car manufacture started up slowly after 1946. But there was a great pent up desire for cars of any shape or size. So a lot of car design was a hang over from the 1930s. At first the “new” cars looked much like the old ones, but eventually the designers got to integrate the headlights into the front mudguards but the tail-lights looked like an add on. One of the first smooth, modern body designs was the 1948 Holden FX and the FJ was just a small upgrade. Although it became the best selling car in Australia for a time it suffered a number of technical faults. The vacuum powered windscreen wipers were from the 1920s; the electrical system was only 6 volts; the column mounted gear change was often referred to the “Guessing Stick” it was so vague, and the FX model had a



habit of rolling over if a corner was taken fast. But the body shape was clean and pure.



Most people love their cars, but I contend that some of the hard-road four wheel drive SUVs are so basically ugly with hinges and bits and pieces sticking out of a slab-sided box that only their mother could love them! While I am on the subject; I can understand why some people buy soft road SUVs, because they are only two wheel drive they do not have the weight and the thirst for fuel of their bigger brothers. They have plenty of room for two adults, five kids and a dog. Their high seats make it easier for the driver to see the road ahead. The time I enjoyed driving my

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sports car [with my bum almost touching the road] it was agonising to be travelling at speed on the open road because I could not see far ahead in order to safely overtake. The biggest trip I made was from Melbourne to Brisbane on my own and the driving position was so cramped that for a while after reaching my destination I was walking around like the hunchback from Notre Dame



John Fleming is currently restoring a '61 Cadillac

By the late 1950s car design had overcome the post war plain utility design and, particularly in America fantastic designs were built – this was the “tail-fin era” and Cadillac and Chrysler built futuristic looking cars that got longer, lower and more powerful every year. Volvo did not go to extremes in the 1950s and produced the Amazon 122s and the P1800. If you look closely at the rear of an 1800 you will see little studs that could be the

beginnings of tail-fins...thank goodness they didn't grow in later models. The 122 and the 1800 are deservedly recognised as beautiful classics.

Then the slab-sided “box-on-box” designs started in Europe and spawned the Volvo 144 and 240 series [the original “Flying Brick”]. The early 244s with their huge aluminium, rubber coated bumper-bars were probably the ugliest cars built by Volvo. Some Volvo designs are quirky – take the 444/544...they had a beautiful back-side; so much so that I would love to run my hands over it; but I must restrain myself – Look but do not touch!



The 740 design appeared to have two very talented designers who did not speak to one another. The front was sleek, but the back was squared off and appeared to belong to another car.

Car design improves from decade to decade...or does it? Sure we have

seatbelts and airbags all over the place + heating and air-conditioning; and an amazing number of bells and whistles that sound if you have not shut a door, or put your seat-belt on, or are getting too close a brick wall. But I think design has gone backwards compared with the all round vision of the 1950s and 60s. The designers like bringing the roof-line down immediately after the front seats, so much so that tall back-seat passengers do not have headroom. Also the rear windows are high up and sloped at an acute angle that it is difficult to see out. Volvos from the 444 to the 940 were very user-friendly cars. The rot set in with the first main front-wheel-drive Volvo [I am not counting the 440/480 as I only saw one once]. The new designs of the Volvos S, V and C models and the rest of the alphabet soup from other marques all look the same and have much the same problems. To have to pay extra for a reversing camera means there is something wrong with the basic design. All current cars look sexy in the same way and the only way I can recognise a Volvo these days is by the diagonal strip across the radiator grille!

So now having insulted and annoyed most Volvo lovers I close my column for this issue!

Yours, ever GRUMPY



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

Reminder – SA Historic Registration

SA Club Members participating in the Conditional Registration Scheme – Historics category – are reminded that to meet their obligations under the scheme, the must have by the AGM or before by arrangement with one the registrars (David, Ken or Craig):

1. Presented their vehicle for **Inspection** within the last three years (the club will continue to hold the Inspection Day BBQ's in June each year specifically for this purpose.);
2. Renewed their Club **Membership**;
3. Present to the club a completed a **Statutory Declaration** form verifying

the eligibility of the vehicle, and/or details of any modifications made since the last declaration/inspection;

4. AND present their vehicles current **Registration Certificate** (upper section of blue form) for endorsement with the club stamp.

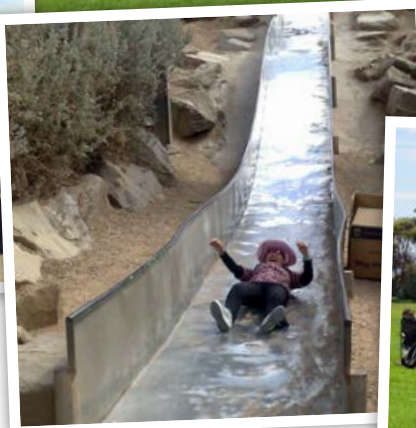
Failure to meet any of these obligations will result in your Log Book not being validated for the new financial year.

Hope to see you all at the Inspection Day & Club BBQ, Sunday, 16th of June 2013, at Volv of Adelaide, 133 Frederick St, Welland. Further details in the Club Calendar.

St Kilda Picnic – March 2013

A dozen or so members and families enjoyed a sunny day out at St Kilda park adjacent to the Adventure Playground. A wondrous selection of salads and other accompaniments combined with various cold meats supplied by the club (Thanks Helen!) was shared by all – finishing off

with a cup cake treat (or two) from Tricia with green icing for St Pat's day of course. After lunch some partook of activities in the Adventure Playground, or took a stroll along an educational boardwalk through the Mangroves. Thanks to Ron for some of the Photos.



SA Events Calendar

May	10	25-26	
	Club Meeting, 7.30pm Glandore Community Centre	Kernewek Lowender Cornish Festival - Kadina 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: www.kernewek.org Entries close Friday 10 May 2013.	
June	16	Historic Registration Vehicle Inspection and BBQ Volv 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			12
	Details closer to the event.		
September		13	29
		Club Meeting, 7.30pm Glandore Community Centre	
October		28	December
	Details closer to the event.	Dinner with Interstate Visitors Details closer to the event. A great chance to catch up with other Volvo enthusiasts.	
November		8	
		No Meeting	
		9	
		Christmas Pageant Details closer to the event.	
			Christmas Lunch 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 coltri@bigpond.com

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 for quote on P&P to your location.

1800-50th Anniversary



SA Events

The Big Lunch Run

It was a 9am start for our club run to Gawler and a big lunch at the Willaston Hotel. As usual we gathered at the White Horse for the initial drive to the Gawler Open Air Market and our Coffee Stop. It's not a big market but Volvo Club members had some fun doing a bit of fresh fruit and veg. shopping.

The guys and girls at Café Farina next to the market (who had been made aware of the Volvo Club's pending arrival a few days earlier) did an exceptional job of quickly serving some 25 members with very good coffee and other goodies. This included some delicious homemade ice cream for those that felt the need for a buffer against the coming approx. 36 degree day.

The market atmosphere must have taken hold because we took an unscheduled stop at another Sunday market at the Gawler Railway Station en route to our walk along the Gawler River bank.

If you are going to walk anywhere on a hot day this would be the spot. The large number of very big and very old Morton Bay Fig trees provided some dense shade cover from the Sun's increasingly hot rays.

Even so the air-conditioned comfort of the Willaston Hotel (our lunch Venue) along with a glass of cold beverage was most welcome. The Willaston Hotel is one of the Gawler area's most popular lunch venues. It is very inexpensive at a set lunch price of \$9.90 or \$8.90 for pensioners.

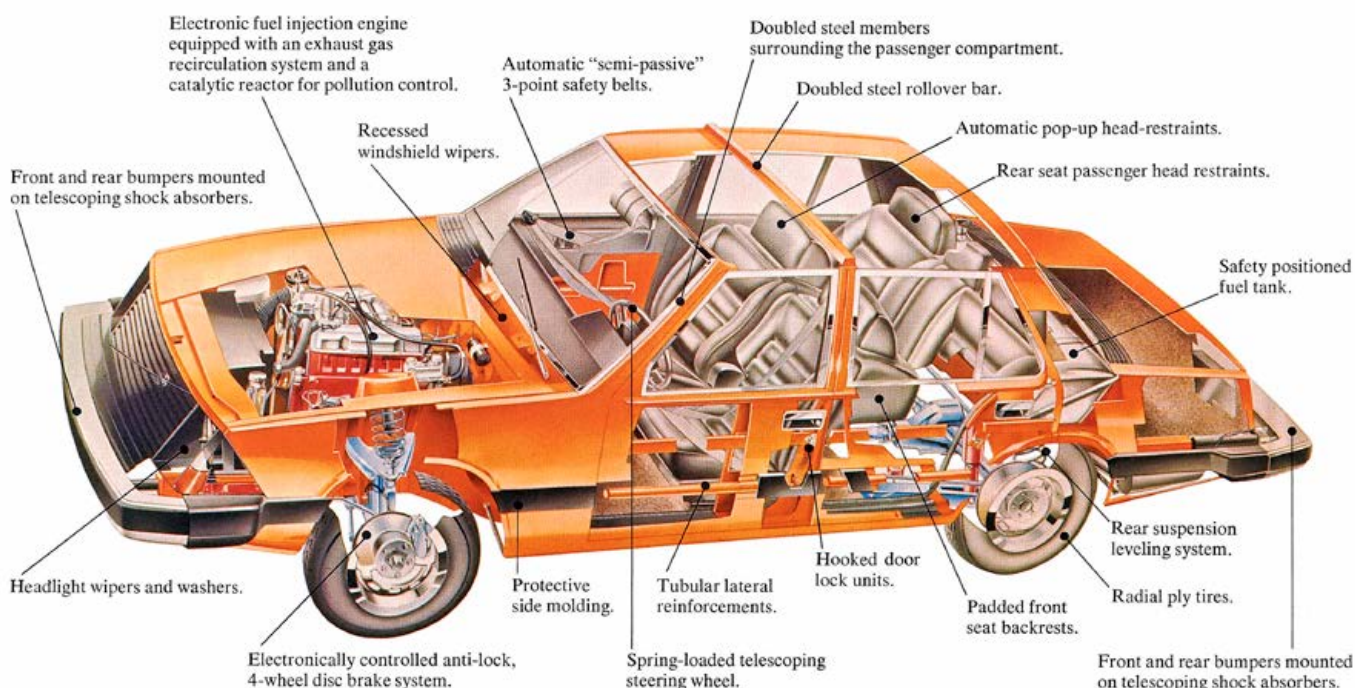
This includes a selection of a main course from the menu and a help yourself salad bar and vegetable bar. Also included in the price is the choice of 2 soups and 'afters' of hot Apple crumble and the self service ice cream bar.

It was from here that our Volvo cavalcade of somewhat over-full occupants made it's way to Clonlea Park and Reserve - our final stop before heading home.

Clonlea Park and Reserve is a large area with good parking, free to use electric BBQ'S and a well appointed kids playground. The general opinion was that it would be put on the list as an option for a future Volvo Club picnic.



VOLVO Experimental Safety Car



Volvo Experimental Safety Car Specifications

Length 205.7"	Track, front 58.3"
Width 71.7"	Track, rear 57.7"
Height 55.9"	Weight 3200 lbs.
Wheelbase 106.4"	

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Richard Brabazon 07 3206 9791

NSW Representative

Guy Smith 02 4739 8127

Membership

Joining fee \$5.00
 Annual Membership \$30.00
*Download membership form from
 Club website or email Secretary*

Life Members: Kevin & Margaret
 Greenaway

118 Members

President's Report

As I write this edition's column, I am filled with excitement at the thought of our next National Rally in picturesque Corowa. I am not sure if this edition will reach you before the Rally, so I hope you enjoy(ed) yourself.

It has been stated that in this "Great Recession" we are living in a 2 speed economy here in Australia. One part of the economy is on fire with demand outstripping supply, whereas in other parts of the economy, we are in the doldrums.

I think the same applies to motor vehicles, though I believe we have three speeds.

1. The new car market is out of control. If you believe the figures, we sell more than 1 Million cars every year now in this country. In fact, I believe the figures are approaching 1.1M new cars.
2. The second hand car market is as slow as. Have you tried to sell a used car recently? Have you seen the same old cars for sale every time you look on websites like carsales?
3. Classic cars are still in demand. Perhaps not quite like new cars, but certainly not like "ordinary" used cars

Is there an explanation for this lopsided demand? That is hard to reconcile.

It does seem though that there are a lot of people interested in our classics. Try listing a classic on eBay, and you will be swamped with enquiries and will have triple figures in watchers.

What does all this have to do with 1800/120s?

What it shows is that if you are desirous of a sale of your car, you need to have the right car at the right price. There will always be a buyer at the right price, but seldom at the wrong price.

Bear in mind that by far the majority of 1800s and 120s have now been restored (even twice!), and you must realise that a good car must bear a premium when it is sold. It must also be considered though, that such a car will last another 30-40 years, because most of the available parts now are repros of genuine parts, (and so of very high quality) and it is likely body restorations will be to a standard better than when the car was new.

Finally, remember to do your research when you are looking to buy or sell a classic, as this will pay dividends.

Volvo for life (And then again when it's restored :o).....)

Robert Bakker

robert@rblawyers.com.au



Club Grille Badge \$30.00 inc. p&p
 Key Ring \$10.00 inc. p&p
Buy Both @ \$40.00 inc. p&p



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

New Club Members

Richard Stracey 1800ES
Peter Willis P1800
Des & Penny Hocking 1800S
Craig and Laurinda Davidson 122S
Stephen McFarlane 122S
David Stone 122S
Brian Tout 240GL
Rino Di Toia P1800

Welcome to all our New Club Members



Craig and Laurinda Davidson's 122S sporting new mag wheels and tyres.



P1800 of Peter Willis. See story on next page



1800ES Richard Stracey see story on following pages

More details on our New Club Members and their cars on the next three pages. →

Volvo 1800-120 Parts

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

George Minassian

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Volvo 1800-120 Club Australia Inc.

George,

Well, it seems I was the last to know among several close friends and family that I am the new owner of Andrew McIntosh's P1800 from Adelaide.

My wife Natalie, having put up with a constant barrage of P1800 facts for the last 3 years, decided the best way to shut me up was to buy one for my 40th birthday. She had secretly put this plan into motion back in October 2012, together with help from my brother and his wife, whereby Chassis #5956 was inspected, purchased and shipped across to Western Australia and then carefully concealed from me until yesterday.

My best mate Gavin collected a pile of P1800 memorabilia and accessories for my birthday, not least of which included arranging and paying for my registration to the P1800/120 Club and getting an artist to prepare a cartoon of my family and Chassis #5956. The cartoon also featured custom number plates "1962P1800", a birthday gift courtesy of other friends.

So for the purpose of a good story, let it be said that Chassis #5956 officially inherited a new owner in myself on the 23rd February 2013. From the factory records you provided, my 40th birthday is exactly 1-month shy of the 50th anniversary since the day Chassis #5956 left Volvo.

My Volvo back-story is simple. Soon after our first child came along in 2002, our first Volvo light-armoured urban assault vehicle was a XC70. This was replaced by a XC90 in 2008 and then added by a XC60 in 2009.

It was about 3 years ago that I realised with utmost joy, during a drive to work on the freeway in my XC90, that the coolest car I'd just laid eyes on was also a Volvo. Later that morning at work Google revealed a picture to me of the P1800. I was already hooked, but the great story behind the P1800 just reinforced my desire for this car.

Now I am pinching myself as one of the lucky few that owns a P1800 Jensen in terrific condition.

In arriving at a name for Chassis #5956, I decided immediately this vehicle is not feminine. Given it was my amazing wife who facilitated this relationship, it seems more appropriate that Chassis #5956 will become a mate rather than a girlfriend.

My normal albeit quirky convention for naming stuff has been to look at perfect anagrams. A perfect anagram rearranges all the letters of a word to make a different word. Putting this to work on 'The Saint', it is interesting that there is only one solution in from the English language 'Hesitant'.

There is some truth to this given the experience of my P1800 pulling away at a green light, say compared to either of the X-series Volvo's we have. Even though 'Hesitant' might be appropriate, isn't a respectful name for Chassis #5956.

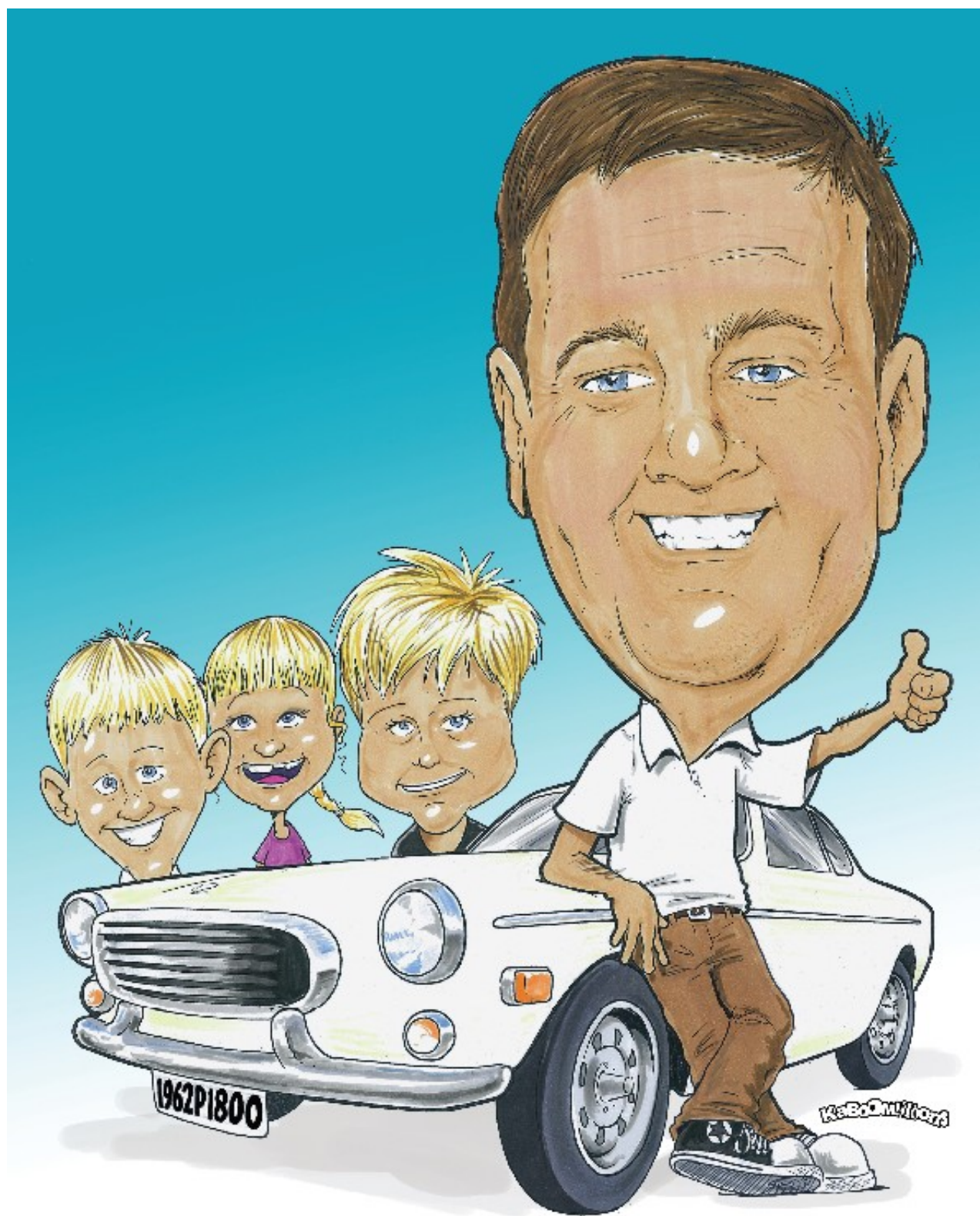
So I went looking for better options by feeding an internet anagram engine with "The Saint Roger Moore". For this input of words, there was no single-word perfect anagram but several 2-word solutions came out including:

- "Reheating Storeroom"
- "Gonorrhoea Termites"
- "Gonorrhoea Emitters"

For somewhat obvious reasons, none of these names had any appeal and I was crushed that to see my time-proven method was failing badly. It was time to radically change the input, so armed with "P Eighteen Hundred Volvo" produced "Revved Unhinged Pothole".

On this basis, naming Chassis #5956 required a fresh approach. Ultimately, my wife came to the rescue again and suggested 'Roger'. It is conceded this is not particularly inventive but it is a name that the whole family agrees is a good fit for my new mate. Regards,

Peter Willis
Kardinya, Western Australia



Volvo 1800-120 Club Australia inc.

New Members to our Club

Please find attached Membership Application Form and pictures. I guess this is a long term romance. Back in 1972 when I lived in Zambia I owned a P1800S and when I saw in a motoring magazine pictures of the new P1800ES I fell in love. While I was visiting UK in 2012 I was made aware of a P1800ES automatic for sale. As I have a "crook" leg I require an automatic so this was simply too much of a coincidence so I had to buy it! I fell in love 40 years ago and it has taken that long to realise my dream! I must say that the automatic box is rubbish which distracts from the car. I was overseas when it arrived and so my son picked it up and tried to take it up to Toowoomba where I had storage...in 40C heat! He had big problems trying to get it up the range but it is there and I have to bring it back down soon. My son tells me that he has seen another ES in this area and thinks it lives near, can you pass on my contact details to the owner (or other owners in the Brisbane area) as I would like to get tips on mechanics etc. Also can you recommend any insurance company who specialises in classic cars?

Regards

Richard H Stracey



Des and Penny Hocking from Echuca have been restoring their 1965 1800S for a while now and it is almost ready. I don't think we'll see at Corowa but I am sure Des might come and see us on the display day on Sunday.



Rino Di Troia has just purchased this Jensen built P1800 chassis number 5941 which used to live in Toowoomba Queensland in its younger days. Hence the Qld rego number plates on this older photo.

Rino is going to restore this rare Jensen model to its former showroom glory in the coming months. So the first thing Rino did was to buy the 1800 book from the club to study up the history of the P1800.

Good luck Rino, we are sure you're going to enjoy restoring your car.

VEHICLE PROFILE *by Robert Bakker*

<u>VEHICLE</u> :	122S (1962)
<u>CHASSIS</u> :	106834
<u>ENGINE TYPE</u> :	B18
<u>TYPE</u> :	12234 HE (4 door)
<u>COLOUR</u> :	72 (FAWN)
<u>UPHOLSTERY</u> :	135-200 Tan



This month, I profile an unusual find, a '62 122S 4 door. The owner is (now) yours truly.

Have you ever seen a car just sitting there, begging you to buy it and fix it up? Well I have, and I did, being this edition's vehicle.

The seller bought this lump (pictured) on eBay and set about a strange transformation, to say the least.

His first mistake was spending good money on a complete respray, BUT in MATT BLACK (Uggh!). A thorough investigation reveals no rust at all, and a completely straight body, in really remarkable condition. So, an unfortunate spoonerism (by me) has him now known as Mac Blatt.

So what else happened to Mac? A single Dellorto carb, with completely wrong jetting, made him run like a chaff cutter. Apparently, good money was spent on reco-ing the carb, but why?

Our poor Mac also sits lower than standard, but not why you would expect. He has CHOPPED springs, that are so hard, he rides like a billy-cart.

We all know that part of the charm of our classics is chrome and shiny bits. None of that on Mac. All the shiny bits were sprayed over with black. Even the bumpers - Yuk.

Ugly Ford rims without hubcaps, but brand new tyres, in the correct size. Beautifully made replacement copper brake lines, but again painted over black in the engine bay so you can't see them.

A good original interior, and here he hasn't been tampered with too much, so he looks pretty nice and is very comfortable. He even has rear seat belts and a nice radio. Good GT dash, tacho too!

Overall, he is in very good shape, only needing some (to be expected) minor mechanical work, but ugly as, so there are many, many hours to be spent on him.

So what are my plans for Mac? You will have to wait for a later edition to see. Stay tuned!

Technical/Social Club Evening

FRIDAY 22ND MARCH 2013 - REHAB PARTY

The Technical/Social Club evening was held at Peer Skaarups workshop GLT Volvo Car Centre in Capalaba, Brisbane. I believe this is the first time it has been held outside hours and not on a weekend. Tons of thanks to Peer for extending your workshop hours.

This evening had a relaxing atmosphere about it and at the end of the week it felt like you were at the pub with your mates. You could call it the WORKSHOP Pub Oi Oi Oi

The night kicked off about 5.30pm and the last young crowd left about 10pm. I heard there were a few headaches on Saturday.

The night was a great opportunity to bring members together in preparation for the Corowa Road Trip.

As I passed by I noticed David Korasz's 1800 named "The Car" up on the hoist for an overall check-up. A few people noticed his wheel bearings front and rear weren't right so they were adjusted, his brake pads were checked and the rear ones adjusted. He told me he was very happy with the end result. I think George, Richard (who is new to the club) and Martin also had their cars up on the hoist.

The ladies provided cheese and wine and had a wonderful time amongst themselves while the men were in the workshop. Lots of laughter had by all. (the men kept a close eye on us.) We had pizza delivered to us for our dinner, with compliments from the club. Thanks George - A NICE TREAT.

Maida Skaarup/Deb Korasz



ROBERT'S REPAIR RAMBLINGS

Hello reader, I hope you have been getting something out of my columns. I aim to please, and to pass on a bit of knowledge.

Last edition, I promised to write about what to do if and when you get stuck....

We should firstly define what this means, so we are on the same page.

You can get stuck for a number of reasons, and here are a few:



- You run out of money to complete the job
- You have no time
- You can't do the work as you don't have the ability
- You don't want to do the job any more

This is by no means an exhaustive list.

Now for some basic principles (it's always nice to turn to these in times of trouble).

There is no problem that can't be fixed if you are prepared to throw money at it. So if money is your problem, then you may have to consider liquidating your project. This will of course mean that you may have to take a big bath, but at least it will mean that someone else may succeed where you have failed.

If you have no time, what you are really saying is that the restoration of your car is not as important to you as whatever it is that is taking your time. Again, consider liquidation if this is likely to be a problem for you, or otherwise you may have to be prepared to let the car sit, maybe even for years, until you "have time" to look at it again. Given what happens to vehicles that

are left to sit, this is not terribly attractive, as you may have to redo a lot of your work.

If you don't have the ability, go back to basic principles. For example to run, an engine needs fuel, compressed air (to the right pressure) and spark (timed right) to run. Have you checked each of these? Are they to spec? Can you get someone to help you who may have more knowledge than you? Don't ever be afraid to ask. Alternatively, throw in the towel and have an expert come to the car and provide a diagnosis. At least you will know what you are dealing with.

Running out of motivation is a trick one, and can beset any of us at any time. You may be unwell, or just tired of being dirty, who knows. Again, decide if you really want to continue with the project or not. I have found in the past that there is nothing like coming along to an event and seeing shiny working cars to get the juices flowing again. Finally remember that being a member of a club is not just about belonging, but that there are always keen people, ready to help, who love the cars and want to see them survive. Don't be afraid to ask.

Next time.....how to sell your classic....



New Book - Now Available

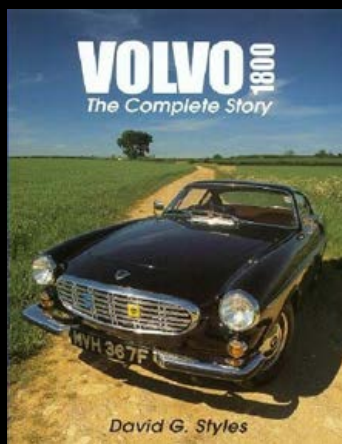
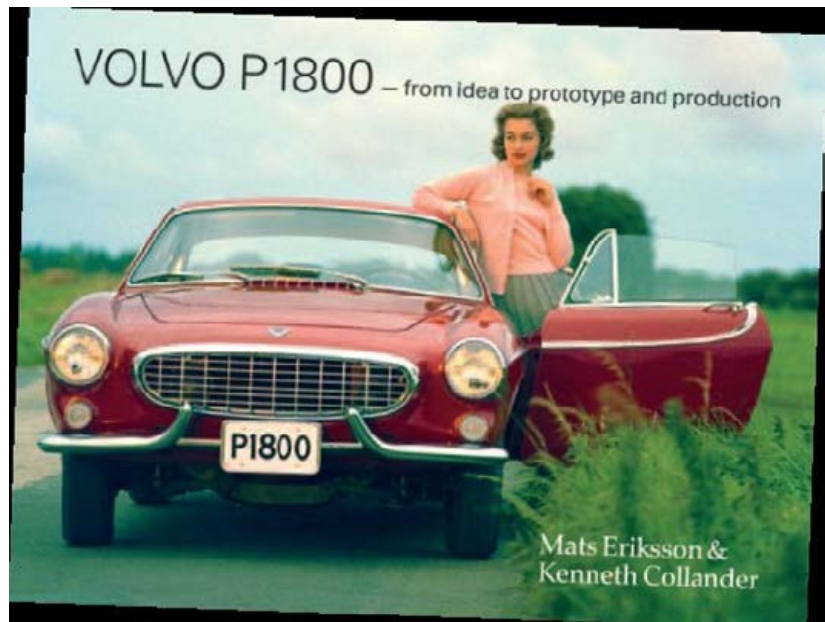
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Contact club secretary



Volvo 1800 - The complete Story
By David Styles

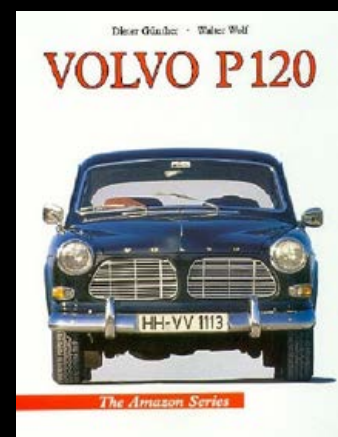
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NSW 2486



Volvo P120 - The Amazon Series
By Dieter Gunther

Volvo 1800-120 Club Membership Application Form

Name of applicant (s)
 Postal Address

 State..... Post code.....
 Telephone No. A/h..... B/h..... Mob
 E-mail.....

Car Details:

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

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

I enclose \$35 for membership for the financial Year 2013/14

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

MAY:

3rd – 6th COROWA VOLVO NATIONALS - details:

www.volvovic.org.au/national-rally-2013

Sunday 5th David Hack Memorial Day @ airport – Toowoomba

Sunday 19th Macleans Bridge at Lakeside – details:

<http://www.macleansbridge.com/>

JUNE:

Sunday 23rd 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 12th – 14th 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
<http://www.cvmce.org.au/BtoB2013>

Saturday 2nd November 2013

Vintage & Classic Cars
 Show n Shine – Kiama Showground

November 2013

Beach Bop Classic Car Show in Cronulla

*Please see our club website for details.
 You need to register early with the organising group!*



Volvo Car Club of NSW Inc.

President's Parlarce



Hello fellow Volvophiles – hope you all had a good Easter break and ate plenty of chocolate so that you could build up the necessary fat layer under our skin in order to last through until next Easter.

I don't know about the rest of you but I am starting to get a bit excited about the next month and a bit – well for me it is off to Targa Tassie on the 13th April then back for a few days and off to Corowa.

Our car is being a bit mischievous, probably just wanting a bit of attention – the fuel pump misbehaved and this was closely followed by the alternator – luckily I had a spare of each. During my front to back service and check – well it is the other way around as I started at the back, I found that the handbrake cables were pretty much seized – rust and mud of 45 years I suppose. And Volvo said their cars lasted an average of 21.6 years – well weren't they wrong!!

Just so you know I had a spare set of handbrake cables as well in the shed.

Which brings me to my point of all this – what is going to happen to our cars when we are merely recycled nutrient? I come from a family of 'fix-its' – you know – I'll fix it – pool pump, leaking cartridge in the fancy new tap, toaster – once, front gate, TV antenna – you know, we can't throw it away before we have had a good go at fixing it – whatever 'it' is. But what of this next generation??

The 'throw it out and get a new one' generation of land fill filler-uppers.

It is happening with cars – we saw it at the last meeting with Martin who brought in the right half of his car – well the window mechanism anyway and asked our team of experts to diagnose a grinding sound – the service people wanted to

replace the whole thing - glass, mechanism, motor other thingies that I don't know what they were???. Is this where we are heading ???

And houses are getting smaller and more expensive – who will be able to afford a 4 car garage to store all the bits and classic cars in – unless you have lots of \$\$\$\$.

I suppose there will be a select few – the get the hands dirty types – those that move out of the cities and buy houses with large sheds.

Guess we had all better enjoy what we have when we have it. You never know what is around the corner. Someone once said life is like a box of chocolates

Which brings me back to where I started.

See you at the rally.....**Ted**

Committee 2013



Affiliate of the Council of Motor Clubs

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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 16th June:** **Lunch Run to the Central Coast.** The Point Café, Avoca Beach. Great venue. Details on the following page.
- 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 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.
- Saturday 28th September** **Richmond to Bathurst run.** More details in the next issue.
- Sunday 20th October:** **Clayton's Show 'N' Shine.** We are looking for a new venue for this one and will keep you posted.
- A Saturday in November:** **A day at the races.** Our old mate Stuart Allsopp is back with us and he's utilising his contacts in the horse racing field to organise a lunch at Kembla Grange.
- Saturday 14th December:** **Christmas Party.** We liked it so much last year, we're going back to the St. George Motorboat Club again this year. 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	dolly_d@tpg.com.au
	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
122 series	Ted Warner	9521 8204	tw@firstneon.com.au
	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
140 Series	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
160 Series	Gerry Lister	02 9499 6666 0412 221 211	info@volvoldownunder.com.au
240 & 260 Series	Savvas Koutrouzas	02 9310 414	
740 Series	Savvas Koutrouzas	02 9310 414	
850 & 940 Series	Ralph Diaz	02 4296 4951	dolly_d@tpg.com.au



2013 Invitation Motor Sport Events



Fiat Car Club Motorkhanas - 2013

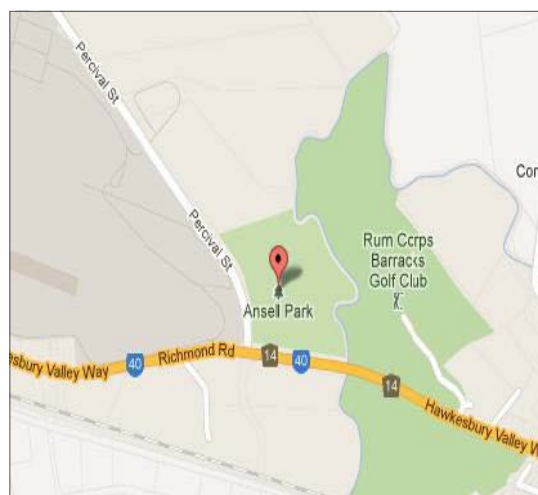
Saturday, 15 June 2013	fiat club booking	Fiat Club Motorkhana R3 D/N (Strictly Fiat & Volvo Clubs)	Motorkhanas are held at Ansell Park, Cnr Richmond Rd and Percival Street, Richmond (across from Richmond RAAF Base)
Sunday, 16 June 2013	fiat club booking	fiat club motorkhana R4	
Sunday, 11 August 2013	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	

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



Our Next Outing



**We're going to The Point Café,
Avoca Beach!
On 16th June 2013
Cut-off date 5th June**

Name.....How many people?:

This one's A-la-Carte.

**Entrees from \$6.50 and
Mains from \$15.50 to \$28.**

Considered to be a top breakfast and coffee spot on the Central Coast. T

his beachside surf club cafe surprises you at every turn with a truly diverse menu. And that's no understatement - The Point Cafe's breakfast menu contains nearly 20 options covering a vegetarian eggs brekkie, a breakfast bruschetta, Spanish omelette, ricotta hotcake stack, and homemade natural muesli.

The lunch and dinner menus similarly cover vast territory, with multiple vegetarian and gluten-free options marked out on the menu too. You'll find wraps, share plates, steaks, Vietnamese rice paper rolls, burgers, salads, pastas, seafood, crepes, and a special ice cream sundae for a sundown treat.

Show 'N' Shine 2013

Show and Shine – in more ways than one – please refer to photos.

There was a "whole lotta lovin'" at this year's Show and Shine. The weather was just superb, a perfect day – except for there being too many RED CARS.

Yes the red cars were out in force – and of course Graham had to bring his and Vic and Syd and Russell and Chris – This really was a "Red Car Day" – so just to be different there was some person with exquisite taste and bearing who brought along a (rather dirty) superbly maintained GREEN CAR.

This same person was also guilty of wearing a stupid badge on an otherwise reasonably respectable hat - well there is no accounting for taste.

We were delighted to have Stu and Pat Allsopp join us and bring along their superbly detailed silver S60 – naturally it won in the modern category – there was a perfectly good XC90 there as well – being the Martin's new jalopy – an R-Design lovely car – but the S60 won on the day.

Thanks to the newly weds – Chris and Courtney Smith – we had not only a fantastic RED 142 but an attractive and extremely warm presenter available – which is where the "whole lotta lovin'" came into the scene.

Lots of thanks to Courtney for presenting the prizes – I think Chris might have been given more than a peck on the cheek when he picked up the prize for the best 140/ 160 category.



The 240 category was hard fought – Matt brought a very nice "4 footer" 242 GT. He also gave me a water pump housing and thermostat for my daughter's 240, but not even that could get you over the line Matt.

Frank Csapo brought along his superb purple black Toylov or was it a Voloyta – well it had this massive engine in the front and nearly took the class but Boyd's ever-popular yellow 242 turbo pipped it at the post.

James had his very, very nice 740 looking great and he pulled out the award for the category.

Hey – it was great to have so many younger Volvo owners along at the event.

AND they know a helluva lot about their cars that they can teach us oldies.

Brendan was there with his 240 – what can I say – blackboard paint painted roof –it just doesn't do it for me Brendan – but the new black sophisticated engine tie down won points with me.

Now there was another RED car in the P1800 category that had a bit of an unfair advantage – it had been prepped by Volvo Australia to participate in the launch of the new V40 – it still had the marks left by several rather "hot" looking ladies draped over the car – yes it was Russ Arnold's car – ho hum!

And it got the prize – I am told he went around showing pictures of these women draped over his car to rustle (no pun intended) up support.



Well I knew I would forget something – I can't recall what it is but I seem to remember the winner of the 120 class was another RED car – maybe it was Graham – or Vic or Sid Or Kev – no his is white – maybe Ted – no his is green – Oh well must be having a senior moment!!

OK, OK, OK, I'll fess up it was Graham once again in his superb RED 122S.

Congratulations to all the class winners – but the real winners on the day were all of us, as it was the most superb day.

Also it was great to see Steve and his trusty 240 on the day – back from yet another outback trek.

And Lorraine Martin used her extensive knowledge of things mechanical to explain to Jenny Pedley just a few of the finer details of the Volvo overhead cam engine and how to cook potatoes on the manifold instead of on the barbecue – see the photo.

And yet another RED CAR – Syd and Danni earned the ENCOURAGEMENT AWARD being great supporters of every event and having a lovely RED car albeit somebody went berserk with the interior – woops that won't go down too well!!

See Ya, Ted





Show



&



Shine



2013



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

And time marches on.....an on, and on etc etc.....the cooler weather is upon us (thank goodness) I guess I was an Eskimo in another life. I love the cold weather. And I don't mind the odd raindrop either, but this isn't good for outdoor events, so we are moving (temporarily) indoors until the sun comes out again, figuratively speaking.....I know, I'm rambling again, aren't I? Better to leave you alone to enjoy the funnies. Talk to you later,..... Jules

Airport security can double as free diagnostic centres. Some interesting findings.

Full Body Scans at the Airport

The A.S.I.O. disclosed the official Airport Screening Results:

October 2012 Statistics on airport screening from the Department of Homeland Security:

Terrorists Discovered	0
Transvestites	133
Hernias	18,485
Haemorrhoid Cases	133,172
Enlarged Prostates	8,249
Breast Implants	999,350
Natural Blondes	3

It was also discovered that 61 members of the Labor Party Federal Parliament had no balls, but one redhead did.

Thought you'd like to know.

HIGH WAY: I think it is just terrible and disgusting how everyone has treated Lance Armstrong, especially after what he achieved winning seven Tour de France races while competing on drugs. When I was on drugs, I couldn't even find my bike.

— Tricky

Great news for seniors.....'Viagra' is now available in tea bags.

It doesn't enhance your sexual performance but it does stop your biscuit going soft.

Paraprosdokians (Winston Churchill loved them) are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently humorous.

1. Where there's a will, I want to be in it.
2. The last thing I want to do is hurt you. But it's still on my list.
3. Since light travels faster than sound, some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. We never really grow up, we only learn how to act in public.
6. War does not determine who is right - only who is left.
7. Knowledge is knowing a tomato is a fruit.. Wisdom is not putting it in a fruit salad.
8. To steal ideas from one person is plagiarism. To steal from many is research.
9. I didn't say it was your fault, I said I was blaming you.
10. In filling out an application, where it says, 'In case of emergency, Notify:' I put 'DOCTOR'
11. Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.
12. You do not need a parachute to skydive. You only need a parachute to skydive twice.
13. I used to be indecisive. Now I'm not so sure.
14. To be sure of hitting the target, shoot first and call whatever you hit the target.
15. Going to church doesn't make you a Christian any more than standing in a garage makes you a car.
16. You're never too old to learn something stupid.
17. I'm supposed to respect my elders, but it's getting harder and harder for me to find one now.

Top this for a speeding ticket...

Two Hunter traffic patrol officers from Newcastle LAC (Local Area Command) were involved in an unusual incident while checking for speeding motorists on the F3 Freeway. One of the officers used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 800Kph. Their radar suddenly stopped working and the officers were not able to reset it.

Just then a deafening roar over the treetops revealed that the radar had in fact latched on to a Williamtown FA-18 fighter jet which was engaged in a low-flying exercise over Wyong, approaching from the ocean.

Back at police headquarters the Local Area Commander fired off a stiff complaint to the RAAF Liaison officer at Williamtown.

Back came the reply in true laconic RAAF style:

'Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Hornet had detected the presence of, and subsequently locked onto, your hostile radar equipment and automatically sent a jamming signal back to it. Furthermore, an air-to-ground missile aboard the fully-armed aircraft had also automatically locked onto your radar equipment.

Fortunately the pilot flying the Hornet recognised the situation for what it was, quickly responded to the missile systems alert status, and was narrowly able to override the automated defence system before the missile was launched and your hostile radar installation was totally destroyed.

Thank you for your enquiry and have a nice day.

Classified Ads: Cars & Parts

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

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

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

NEW COLOUR STICKERS! In addition to our new club logo sticker (details in the Membership section) we now have available two unique stickers available for purchase. The first is the Volvo Car Clubs of Australia sticker (colour image on back cover of magazine) 8x7cm. The second is a 242GT/262C register sticker with a 242GT and a 262C as shown below, 18x6 cm. Price is \$2.50 each plus



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

NEW R-SPORT STYLE EXTRACTORS with precision laser cut flanges and CNC mandrel bent pipes. Assembled on an accurate jig, resulting in a first class fit every time! Will suit any 4cyl B18 or B20



powered Volvo. The extractors come with an extended 2 1/4-inch collector pipe with a laser cut two bolt flange. We also supply an additional two bolt flange for fitting to your performance exhaust system. Price: \$450. Standard finish is a high temperature black paint. We also offer ceramic coating in a choice of colours at additional cost



of \$250. Note: \$30 discount for club members! Please email us for postage costs: sales@whitewallsaustralia.com.au. For any further questions call Lachy on: 0417 554 190

NEW PRODUCTS AT VP TUNING!

Classic steering wheel for Volvo P1800 and other classic cars. As one of the main resellers of EZ power steering products in Australia we are now also the exclusive reseller of their replica steering wheels.



New in the program is the Volvo P1800 wheel which is a smaller diameter than the genuine Volvo one (40cm). For the

120 drivers there is a 123GT style wheel in the planning. The smaller wheel is a welcome relief for tall people as with the genuine wheel it can be a tight fit at times. Do88 silicone hose kits & intercooler kits. Do88 is a Swedish company specialising in silicone hose kits and intercooler kits



(Saab, Volvo and other makes). Anything from replacement hoses to full kits, available in three colours (red, black and blue). Most common Volvo products are

in stock. Any questions please feel free to email or call Mark R at 0403 814545

1995 850 T5 AUTO Late '95 sedan, 260k on the clock, very quick car, average 10.6/km, tow bar, aux in on orig stereo, 6 CD changer in boot (not wired up), immobiliser, tinted windows, driver, passenger and side airbags. Rego to Sept. this year. Car has dark grey interior, medium/dark silver exterior. Paint has dings and scratches for age but still looks good. New windscreen, just been serviced, has RWC, 2 new tyres, looking for quick sale as we've bought a Toyota to lower our running costs from 3 volvos! It's been a DD/project car so I can tell you



what it will need over the next 12 mnths. Looking for \$4,000 but make me an offer. Ben Winkler. Email me: bwinkler@me.com or phone/sms me on 0417 391 322.

VOLVO GT REPRODUCTION BADGES

New production 142GT badges - very good quality (better-made than original). Comes with high-quality double-sided tape for vehicle fitting. Can be made for anyone in the club who wants a set. See the web site www.inscribe.com.au and ring



Chris Calleja 03 9465 7631 or email chris@inscribe.com.au for pricing/details.

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

NEW OLD STOCK RADIATOR HOSES

for 140/160 models, various upper & lower. Please phone and make an offer! Gavan 03-9366-3595



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



1993 850 GLE/SE SEDAN 2nd owner for the past 10 years. Fastidiously maintained bu Volvo enthusiast. 170,000kms. Registration till April 2014. 5 near new tyres and good service history with a service completed recently. Silver with



a grey leather interior that's like new. Tasmanian car, contact Graeme on 0417 835 061 or 0417 835 061.

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

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 \$5000.

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. Running on original unmodified ECU. Another NEW upgraded ECU is available to whoever buys the car. Good tyres (I am selling both my Volvos with the idea of getting one car). I am asking \$19,950 NEGOTIABLE. I AM open to offers at 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 km, sun roof and full service history \$9500. Contact details are

Classified Ads: Cars & Parts

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

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. Please contact me on dhack70@gmail.com
Regards, 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

Looking for the club membership form?

Download it now from the club website:
www.volvovic.org.au

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performance suspension components
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ashdaves@optusnet.com.au

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Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9775 5302
mark@vptuning.com.au

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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