

ROLLING

AUSTRALIA

NO.209 JULY/AUGUST 2013



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ROLLING

Rolling Australia July/August 2013, Issue 209

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Len Ward's PV544 and John Johnson's PV52 at the old Corowa railway station
during the Volvo Clubs National Rally, May 2013. Photo: Gerard Gowans

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Victorian Events Calendar

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

July

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)

Monthly Club Run

Well, not really a "run" as such, but we'll meet at 10:30AM at the Point Cook RAAF air base museum (on Williams Road, at the end of Point Cook Road). We'll spend some time browsing the museum, then either have a picnic lunch (BYO) or maybe drive to Williamstown for lunch at a cafe. Contact Greg Sievert 0401 713 595 or email greg.sievert@gmail.com if you plan to attend.

August

7 (Wed)

Night Meeting and Club Annual General Meeting

Free pizza dinner for all club members from 7PM. AGM starts at 8PM. Come along and put your name in the hat for a committee member or officer position and contribute to the running of the club. We need some new people and new ideas. If you want to be nominated for a position, please contact an existing officer and we'll put your name down.

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

18 (Sun)

Monthly Club Run

Meet at the Eastland Shopping Centre Car Park (corner of Maroondah Hwy and Warrandyte Road, Ringwood) at 10:30AM. From there we will drive through Lilydale, Yarra Glen and on to a midday lunch stop at Dixons Creek Cafe Bar & Grill (1925 Melba Hwy, Dixons Creek). After lunch we'll drive through Kinglake, St Andrews, Hurstbridge, Diamond Creek and back to Melbourne. Contact Greg Sievert 0401 713 595 or email greg.sievert@gmail.com if you plan to attend.

Sept.

4 (Wed)

Night Meeting, 8pm

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

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

15 (Sun)

Monthly Club Run

Geelong area to be confirmed. Details at Night Meeting or watch the website or contact a committee member.

29 (Sun)

Bay to Birdwood Classic Adelaide

For more details please visit the website: www.baytobirdwood.com.au

Oct.

2 (Wed)

Night Meeting, 8pm

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

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

20 (Sun)

Monthly Club Run

Destination to be confirmed, details at the Night Meeting or watch the website.

26-27 (Sat-Sun)

RACV Motorclassica

Royal Exhibition Building, Melbourne. The club plans to participate in the picnic with the Classic. Contact Lance if you wish to display your classic Volvo.

Frisk's
Garage



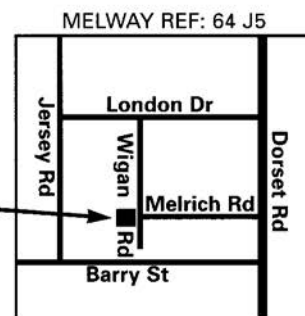
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President's Prattle

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

First of all a big thank you to all the members and guests that made the National Volvo Rally at Corowa a success. Your attendances in large numbers made the event a terrific weekend and combine that with sensational weather one could not ask for more as Rally Director.

A vote of thanks to my committee whose commitment made the event flow smoothly. I was humbled by the presentation at the end of the evening on Sunday celebrating my 40 years in Volvo.

We took a gamble on picking a weekend in May rather than the traditional Easter which proved successful. Easter is a busy time along the Murray with school holidays, sporting events and heavy traffic on the roads.

We parked 82 cars in the park with a few remaining outside making a total of 85 Volvos plus a couple of Mazda's, Land Cruiser etc. The standard of cars displayed seems to improve every time with a very high standard this year making it hard for the People's choice voting but beauty is in the eyes of the beholder and this was reflected in the results with most classes being very close within a vote or two. One voting slip per vehicle ensures a fairer outcome and involves everyone in the experience. The owners can be very proud of their cars. A thank you also

goes to Stephen & Jenny Tanner of Albury for bringing a most unusual Volvo [a 740 Hearse from the local undertaker] which created some attention and for asking their customers along as well to enjoy the day.

It was gratifying to see a large cross section of models ensuring a good spread in the PV/120, 1800, 140/160 series, 2 series, 7/900 series and late models up to the brand new V40 T5 R Design courtesy of Volvo Car Australia. I enjoyed the drive but unfortunately had to give it back on Tuesday. I answered a lot of questions about the V40 models though which was encouraging.

It gave long time Club members, the Webb brothers from Finley an opportunity to bring their 960s along for the first time and meet Club members. Other members from Melbourne made it a day trip to check out the display.

It was good to see a large number of members on their first National Rally and they are looking forward to the next one in about 2 years. A host and location is still to be decided at this time.

The Corowa RSL provided the venue for the Friday BBQ and Sunday Presentation dinner as well as allowing us to park our cars in their beautiful RSL Park. The Chocolate Factory and Max's Car Museum



were also a hit. Some visited the local wineries and the Sunday Market was also well attended by the ladies (and men-folk. Ed). The Saturday boat cruise on Lake Mulwala was popular as well, with two lunch cruises fully booked with club members.

Corowa provided a bit of everything for people to do and thanks to the people of Corowa for their hospitality.

The local media reported on the event which was very good and supportive.

John Johnson's 1938 PV52 also created quite a stir as very few had seen or knew about the car up till then and was a worthy winner of the overall People's Choice Car of the Show for its uniqueness.

Pam & I enjoyed catching up with friends and making new ones over the weekend.

*Regards to all
Lance Phillips*

242GT/262C Register

LANCE PHILLIPS 03 9707 2724 AH LANCEPHIL@BIGPOND.COM

The story for this Register wrap up is the National Rally. Although not all GTs made it to Corowa including mine as I had the new V40 T5 from the press fleet which is my excuse.

Ones that did make it were Craig Rasmussen [Adelaide] with first in class and 2nd in class went to Doug Miller [Victoria] with his gold 262. Thorben Hughes [Victoria], Rex Sneyd [NSW] and Gavin Jansen [QLD] completed the line up. Gavin was very lucky to make it after an altercation with a big kangaroo damaged the front. Fortunately he was in a tough 242GT and not his original entry an 1800 coupe. Things could have been a lot worse. Fortunately the damage was cosmetic and he was able to proceed to Corowa.



With some help from Craig he was able to travel home to Queensland with lights and a spare grille in the boot. No doubt by the time you read this the car should be pristine again.

Unfortunately Clayton & Rod Wilson did not have "the project" finished for this rally

but made the trip anyway in a 626. It was really good to meet them after numerous email messages in the past.

It is always nice to put a face to a name. It was pleasing to see them there. They hope to have it finished by Christmas. I look forward to seeing photos of the fully restored GT as it should be a stunner.

When members have multiple cars or unfinished projects it is always a hard decision what to take to a rally. The important thing is the people so I was pleased to see some GT/262 models as well as meet the people who own them.

Well done to all.

Lance Phillips

The Editor's Desk

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

Hi and welcome to the July/August edition of Rolling Australia. This should be a big magazine, with extra colour and extensive photo coverage of the National Rally. Lance has already mentioned it, but thank you to everyone who attended and made for a great weekend, and thank you to our rally sponsors. Looks like the next one will be in Sydney in 2015 hosted by the NSW club, so reserve the spot in your calendar as it will be attended by several international Volvo celebrities and promises to be a top-class event in conjunction with the Shannons Eastern Creek Classic (more info in the NSW club section of this edition).

I just got back from a trip to the USA visiting relatives. It was a nice break from the cold Melbourne weather, but quite a shock to come back from the longest day of the year to the shortest. Every time I go back to the States, it amazes me how over-the-top everything is. I spent time in both Chicago and Houston, and the roads are insane. Speed limits are ignored, and the condition of the roads in Illinois was atrocious, with potholes and crumbling pavement everywhere. In Houston, the main freeway has over 20 lanes total, including the feeder roads and high-occupancy vehicle lanes. It's simply a sea of concrete almost everywhere you look. We complain about traffic in Melbourne, but it's nothing compared to the megacities in the US. Of course the shopping

and food is insane too - don't buy anything unless it is 80% off, and be prepared to eat for a family of four when you order a main meal at a restaurant. I won't mention how cheap it is, but I don't think I could sacrifice our Australian way of life now just to save money on food and clothing. You can always get car parts shipped over and still save quite a bit, but with the Australian dollar dropping, that may not last.

Since the last magazine, I had Mark Richardson (VP Tuning) put the MTE Performance tune on the C30. This involves downloading the details from the car's computer, sending it back to MTE in Sweden, then uploading the correct MTE programming software back into the car's computer. There is no "chip" or "black box" added to the car. Talk about bang for buck! With no other modifications to the car, it adds something like 30 kW and heaps of torque. It feels the same when driving sedately, but when you put your foot down, it's totally transformed, with the boost coming on quicker, more of it, and higher revs too. To top it off, there's been no degradation in fuel economy, but I must say we drive the car easy for the most part (our average is still around 8 litres/100 km in mainly city driving). If you're interested in a performance tune for your Volvo, I can highly recommend discussing it with Mark to see if it's right for you, and Mark does offer discounts for club members.



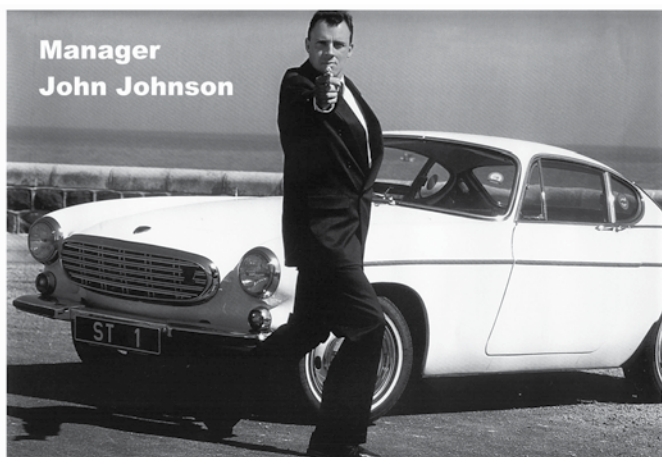
Be sure to check the web site for last-minute updates to any events, or contact a committee member if you have any questions. We're trying to keep the momentum up with the monthly club drives, but the inclement weather, along with difficulty getting the events organised and published early enough in the magazine, has made it difficult to get too many cars at any one event. We did have a good day and turn-out for the Seymour drive on National Motoring Heritage Day, and I understand the June drive on the Mornington Peninsula was good for the small group of members who attended. If you have an idea for a club run and are WILLING TO ORGANISE IT, please let a committee member know and nominate your day well in advance - keeping in mind that we have been using the 3rd Sunday of the month as the default day.

Finally, we're looking for new people to join the committee again this year - please come along to the AGM in August and put your hand up to help out if you have some time to help with events, etc. It would be much appreciated!

Regards, Greg Sievert



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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:

Bill & Jill Cummins (244GLE)
Peter & Julie Haebets (440)
James & Simone Andrews (122S)
Richard Fulwood (940GLE 16V)
Daniel Brown (240)
Steve & Jodie Clausen (C30, XC70)
Adam Murphy & Kate Price (122S)
Bruce Simpson (850)
Frank Duke (740T)
Kieren & Jennifer Hawkins (940, 245)

As of the 29th of June, the club has 236 members, 13 of whom have outstanding membership due. Note you should receive a renewal form in your magazine when your membership is due to expire. There's also an expiry date on your mailing label on the back of the magazine to confirm your membership renewal date. Payment can be made by cheque, cash (at the night meeting) or direct deposit (details on the renewal form – be sure to include your member number and name on the direct deposit memo). Your new membership card will be posted out with the next magazine following receipt of your renewal payment.

Treasurer's Report

Bank balance at 29th of June is \$9,359.45. If you have 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.

CH Plates

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

[cpsnewfaq.htm](#) for Frequently Asked Questions.

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

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

Club Stickers



Club stickers are selling well! They are highly-detailed "3-D effect" stickers with the clear polymer "dome" on top, and look great on the back window

of your car (or on your fridge, computer, etc.) Prices are as follows: \$4 each, or 3 for \$10. Stickers are available for purchase with your membership renewal, or pick-up at the night meetings, or can be posted for \$1 extra regardless of quantity. Contact Lance to purchase.

Member Car: Kevin Holden

Club member Kevin Holden recently picked up this very clean 740 sedan



("saved it from the crusher") and with a tidy-up and a few mechanical fixes, it should be a great daily driver to join his fleet. Sadly there are a lot of older Volvos in good condition with minor faults that are ending up at the wreckers, so it's great to hear stories of club members rescuing them. Good on you Kevin!



Member Car: Richard Fulwood

My name is Richard and after attending the Corowa show in May I decided to join the club. My current car is a 1992 940 GLE.

I purchased my Volvo on 24/12/2007 from Wotherspoon Motors in Wodonga. When I first saw it the head was off being refurbished and rather than put me off I waited until it was reassembled then took it for a drive. I always thought Volvos were slow but I can be mistaken. My car has the 16-valve engine which obviously helps. I have made a few changes.



My mechanic Stephen Tanner installed the rear spoiler (Genuine Volvo Part) along with a CD stacker and different bumpers (from a 93 model). The car had 205,000 km when I purchased it and to date it has covered 310,000 km. I am running 205/65/15 Yokohama A drives which I recommend. To date I have covered 77,000 km on these tyres with rotations at 10,000 km. I have included 2 photos, one which was taken at Corowa. Richard Fulwood is a new member to the Volvo Club of Victoria - Welcome Richard and thanks for sharing your story!

Spotted At Corowa Rally: Two 1938 Models

Kevin Greenaway poses with John Johnson's recently acquired from England, a 1938 Volvo PV 52. Only 1046 PV 52's were built and 25,000th Volvo ever delivered was a PV 52. Kevin was heard to remark – "We are both 75 but I'm not sure which of us has survived the passing of time best."



News

SOURCE: VOLVO GLOBAL NEWSROOM

Two cars in one - the Volvo Duett turns 60

July 4th 2013 marks the 60th anniversary of the Volvo Duett - Volvo's first series-produced estate car and the starting point of the company's proud estate car tradition.

In 1944, the round-backed compact PV444 was shown for the first time. It was the car that would transform Volvo from being a small-scale Swedish car manufacturer into a respected player on the international car market. It went into production in 1947, and at the same time it was becoming evident that not only passenger cars were in demand, but also small commercial vehicles for various requirements. Volvo had nothing to offer at the time, because the PV444 was of unitary construction and therefore not very suitable to build on. A commercial version of the PV had to be designed, using a light but strong separate chassis frame.

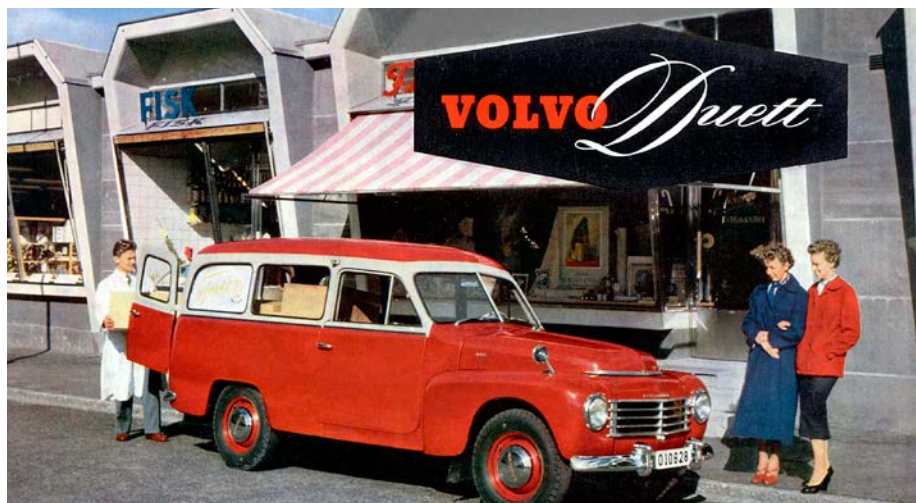
The production of this chassis started in the summer of 1949. It was similar to the PV444 in size and price, as well as in appearance because the front wings and bonnet came straight off the 444. The 445, however, was distinguished from the 444 by having a grille with five horizontal chrome bars instead of four. Payload was slightly above 500kg depending on body version. A pickup was lighter and could carry more weight than a heavier van. However, those who used the 445 on a daily basis soon discovered that the car was capable of carrying much more than it was officially allowed to do.

Utterly urban

The small 1.4 litre OHV four with its 40 hp had power enough to propel the car efficiently in urban traffic. Its low gearing provided very good acceleration but made the car noisy and thirsty at higher speeds on longer runs. The mechanics and all other equipment were all PV444 except for the rear axle which was sprung by two very stiff semi-elliptic leaf springs rather than the more comfort-oriented coil-spring suspension of the 444.

The 445 was delivered in driveable chassis form without bodywork behind the driver's seat. Instead, there were over 30 different coachbuilding companies in Sweden at the time, offering different bodywork on Volvo chassis. Most of these bodies were vans and pickups, although a handful were built with convertible bodies and some became estate cars.

Most of these cars were very simple. For van, hearse and ambulance bodies, wooden frames with sheet steel panelling were used, like the cabs of the pickups. Very few all-steel bodies and cabs were



fitted to the 445, mainly due to time and cost restrictions. The interiors of these vehicles were also practical and utilitarian rather than comfortable. The cosiness factor was low. It was up to the driver to create a snug and comfortable working place. And that was exactly what the 445 was for its users, a place of work.

"Our own van"

After a few years of supplying the market with 445 chassis, Volvo realized that the tough and long-lasting little stalwarts were not being replaced with new ones, or scrapped at the rate Volvo had expected. They were simply too good. By the beginning of 1952, Volvo found itself with 1,500 unsold 445 delivery chassis parked outside the factory; cars that should have been sold a long time ago. This annoyed Volvo president Assar Gabrielsson. On top of that, more and more car manufacturers started to offer their own factory-made vans and estates, and the coachbuilding companies were facing very hard times. But the 445s had to be sold just the same, and why use an outside body supplier to make them attractive?

"Build our own Volvo van!" was Gabrielsson's order and thus was born the Volvo Duett - Volvo's first van/estate model. Young engineer Erik Skoog and his small team went to work straight away. They designed a versatile body for the 445 chassis which was equally suitable for transporting either goods or people. He ordered the necessary tooling and less than 15 months later - on 4th July 1953 - delivered the first 445 Duett to its eager "customer", Volvo president Assar Gabrielsson himself.

Most of the Duett development work was carried out at the Volvo pressing plant in Olofström. The bodies were manufactured there too. Final assembly was carried out in the Volvo Lundby plant in Gothenburg.

With the Duett, Volvo was able to offer both commercial vans and slightly more luxurious versions for family use rather than strictly business use. At the same time, the Duett was intended to serve as two cars; one for work during the week and one for weekend leisure time, hence its name Duett, meaning two cars in one.

Like its predecessor, the Duett could also be delivered as a bare chassis for

alternative bodywork but such versions became more and more rare. The practical and roomy standard versions of the Duett - with or without rear side windows - could handle most small and midsize transport needs. It was the perfect choice for the small business. The different versions were classified as Delivery chassis, Estate car, Van, Passenger estate car and 210 Duett.

The Duett became a legend in its own lifetime and is today one of the most popular and sought-after Volvos by collectors and enthusiasts. It was a real workhorse, it could stand up to almost anything and seemed to last forever. And it had charm too. There are still Duetts in daily use, both by private owners and in the hands of small companies.

Last Volvo with a frame

The first Duetts were designated 445 (like their predecessors) with an added letter combination denoting the body type and trim level. It was not until 1960, when the car was thoroughly reworked - a one-piece windscreen and a four-speed gearbox were introduced - that the name was changed to 210. Two years later it also acquired the B18 engine. The Duett was the last Volvo car to be built on a separate frame and in spite of continuous technical improvements, it retained its 1940s look throughout its life.

During its last year of production (1969), Sweden introduced new crash test legislation and with a design dating back to the late 1940s, Volvo realized that the Duett would not pass these new crash tests. This prompted Volvo to end production and all but one example of the 1969 Duetts were exported. This, the very last Duett produced, carries chassis number 97299 and can be seen in the Volvo Museum. It is finished in dark blue with fawn vinyl interior. The total Duett production came to just over 97,000 units and with the separate chassis versions added, the total number was 101,492.

When the Duett was discontinued in 1969, the Volvo model range at that time offered two other practical and elegant estate cars which quite often also served as workhorses, the 220 Amazon and the 145. These cars have also become classics on their own merits and proud bearers of the 60 year old Volvo Cars estate car tradition.

SOURCE: VOLVO GLOBAL NEWSROOM

Volvo Cars to join Australian V8 Supercars Championship

Volvo Car Group (Volvo Cars) announces it will have an official Volvo Polestar Racing team on the grid in the V8 Supercars Championship in 2014 and race the S60.

"I'm delighted to announce Volvos return to motorsport in Australia. Volvo has a rich motorsport heritage in this country, including winning Australia's most famous race, the Bathurst 1000, 15 years ago this coming October. As the first luxury car brand to enter an official factory team in the V8 Supercars Championship, we're determined to add to this heritage, while strengthening the presence of the S60 model line and the Volvo brand here in Australia," said Matt Braid, Volvo Car Australia Managing Director.

Volvo Car Australia will join forces with Volvo Car Group's global motorsport partner Polestar to create a partnership with the well-renowned V8 Supercars team Garry Rogers Motorsport, and form Volvo Polestar Racing Australia to compete in the championship.

The announcement is made a week after Volvo's Swedish Volvo Polestar Racing outfit celebrated a championship record 1-2-3-4 win in the Scandinavian Touring Car Championship, where the team has been a long-term presence and has won many titles.

"We are extremely happy to expand our motorsport activities and offer a Volvo Polestar Racing team to fans in Australia and all over the world. The V8 Supercars championship is one of the - if not the - most competitive touring car championships in the world with fans across the globe. With the new Car of the Future regulations, it offers a perfect platform for our Volvo S60," said Derek Crabb, Executive Motorsport Director of Volvo Car Group

Polestar has been Volvo Car Group's global performance and motorsport partner since 1996, and has campaigned Volvos in the World Touring Car Championship and the European Touring Car Championship. Currently, the team leads both the manufacturers' and drivers' championship in the Scandinavian Touring Car Championship, and will now also take on the responsibility to produce the V8 engine and assist Garry Rogers Motorsport in the development of the S60 V8 Supercar.

"We are very proud and excited to take on this new challenge and we will do our absolute best to utilize our 17 years of experience racing with Volvo, and add

engineering and development strengths to the already competent team at Garry Rogers Motorsport," said Polestar owner Christian Dahl.

V8 Supercars team Garry Rogers Motorsport - which this year celebrates its 50th consecutive racing season at the top level - will take on the responsibility to produce and race two V8 Supercars Volvo S60's from 2014.

"The opportunity to align ourselves with Volvo and Polestar is first class. Most heartening of all, I am dealing with people who understand racing from an engineering perspective and the personal, day-to-day matters you need to have experienced to achieve success," said Garry Rogers, founder and owner of Garry Rogers Motorsport.

Volvo has a rich heritage of motorsport in Australia, having won the 1986 Australian Touring Car Championship in 1986 with Robbie Francevic in a Volvo 240T. This year marks the 15th anniversary of Volvo winning Australia's most famous race, the Bathurst 1000 in 1998 with Jim Richards and Rickard Rydell in a Volvo S40. Volvo is now set to start a new chapter in its racing history in Australia with the Volvo S60.



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 Greenaway

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President's Report

Just what is going on at the moment?

In the last couple of months, I have seen or heard of several of our rare classic 120s or 1800s being up for sale. You just have to look at eBay, Carsales or even by word of mouth, to see this.

But they are not shiny pristine beauties, but rather sad, neglected rusty lumps crying out for lovin'.

What is the explanation for this phenomenon? These cars are so rare, even in their day, and for so many to be for sale can only make me conclude that this is a sign of the tough times out there.

Do people need money and space, so they are finally putting our cars up for sale?

Do you have a better explanation?

I will reserve any further comment on selling to my other column in this edition.

This edition of Rolling is our Rally Special – if you didn't go, you really missed something special. Great cars, great people, great weather. Can't wait for the next one.

Where will that be? I eagerly await that news.

Given the time of year, it is again fleet inspection time. Every 6 months, they get checked over, though it is a bit of overkill, it gives one peace of mind. An ounce of cure, or something like that..... The big issue is always hydraulics I think, because that is what seems to go off quickest on the old cars. As that means brakes (mostly) it is very important.....

Have you seen our Facebook group page thingie? It's really nice to see what members think of stuff that gets put in there. Why don't you join – it's free.

Until next time.

Volvo for life

Robert Bakker

robert@rblawyers.com.au



MAINTENANCE WE SOMETIMES FORGET

TRANSMISSIONS. Change the oil once in a while, 20,000- 30,000 miles. Auto transmissions need it. The OD's on a 4 speed can use it too. These are hydraulic, and the oil will absorb moisture and other contaminants in time. The oils may or may not break down, but they do get dirty. Check rear mount at the same time. These wear out quickly and sag.

REAR ENDS. Change the oil! Bearings need clean oil and there is gear wear inherent in the differential and ring and pinion. (Cost of \$800-\$1,000 are not uncommon for rear end repairs) Change rear cover gasket if leaking.

FRONT WHEEL BEARINGS. These are tough and almost bullet proof. I may be a heretic, but I almost never grease these unless I have to remove them. However, it is smart to check them at 40-50,000 miles. They may need adjustment.

STEERING BOXES. Check oil regularly! These are very expensive to repair! If the oil is leaking then have the seals replaced. Especially the lower one. Check your steering column coupler while you're at it.

IDLER ARM BUSHINGS. There should be NO vertical movement possible, either by hand or when turning the steering wheel. Replace when necessary. Sloppy front ends are dangerous. These can also have a dead spot when turning. Disconnect steering arms and check smooth movement of idler arm if in doubt.

CONTROL ARM BUSHINGS. The uppers wear very rapidly under rough road usage. Lowers last much longer but wear is harder to detect. **IMPORTANT** check that the upper control arm bolts are tight and have a locking plate with a tab on them. Especially if you have just had a wheel alignment done. Some mechanics are tardy and might not tighten these bolts up and/or bend the locking tabs on. If these are worn new ones are available. Cheap, change them!

BALL JOINTS. Lower ball joints fail much quicker than upper ones. If the boots on these are split then replace them. Jack up from under the lower wishbone, grab the wheel at 12 and 6 O'clock and rock back and forth to check ball joint wear and 9 and 3 O'clock to check steering rods and joints for wear. Any movement or clunking sounds and you have a faulty component or two. Have a wheel alignment done to be on the safe side.

AIR CLEANERS, E & ES. These are hidden behind the grille and are often forgotten. They are also a pain to replace. You usually have to unfasten the housing and juggle it in, but clean air is essential and a clogged filter will make your motor run too rich.Hope all this helps

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Maclean's Bridge Kurwongbah at Lakeside is Queensland's largest and most glamorous sports and classic car event. Maclean's Bridge being the 38th annual event in 2013.

Beautiful and desirous cars on display and their beautiful owners were,
George Minassian - 123GT green Amazon
John Reeves - 122 white Amazon
Terry and Gaye Carey - 122S Red Amazon
David Claes - 122 Blue Amazon
Peer and Maida Skaarup - 122E Red/White Amazon
Dave and Deb Korasz - 220 Grey Wagon
Richard Stracey - 1800ES Red

It was only 2 weeks ago we had come back from Corowa and we are in it again with the early cold morning start, it was no stranger to us. We were all excited to drive our classic cars on the city freeway and catch up with friends to reminisce about the recent road trip.

Deb and Dave Korasz arrived at our home about 7.20am to drive our newly purchased grey 1964 220 wagon named 'OSCAR'. Thanks Dave and Deb you blew the cobwebs from our car and its kicking better. We lead the way with Dave and Deb following behind. Our first stop was one block away from our home to let our friend know to follow us in his sleek GT Cobra. The convoy starts Volvos in front and the GT Cobra behind. Yes! Volvos leading.

As we got onto the freeway the Cobra being a Cobra zoomed passed us sounding like the roaring lion ready for the hunt. Oh well we Volvo owners are never shaken or stirred. Our next stop was at the Shell Petrol Station before the airport exit to meet Gaye and Terry so they could join our convoy. So finally our convoy starts, Volvos leading the way and the Cobra at the end. The GT Cobra Volvo could be the next future Volvo. How does that sound? (Like) We all arrived safely at Lakeside and were all shown a great position to park our classic cars on the side of the racetrack.

Volvo 1800-120 Club Australia Inc.

David Stone and his partner Deborah came to say hello as they have just recently purchased a 1964 220 wagon which had not arrived from Melbourne. They were admiring our new Oscar on display.

We all enjoyed a very scrumptious picnic lunch by the trackside provided by the good ladies, Deb, Gaye and myself. After half an hour of lunch we were all told to move off the track very quickly. Well, I had to skulk my wine which had just been poured before I was allowed in Daisy and Gaye being Gaye, just took hers along for the ride (very skilfully not dropping one drop). Cars were leaving in a rush to start the hot/happy laps.

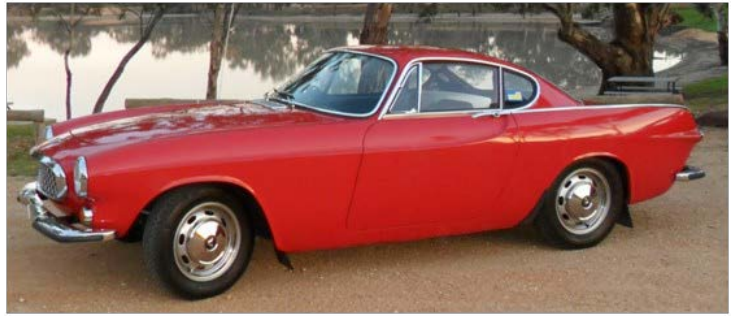
Hooray! The Volvos ready to show their hot stuff. Dave and Deb, Gaye and Terry, David, Ryan, Peer and myself were ready to be the daredevils on the circuit. My husband was on the Mustangs tail and then overtook so it was becoming very fast and furious on the track. We must have done 8-10 laps at no speed limit. I commented to Peer you should be a racing driver its never too late (ha ha ha). It was not long ago I remembered we did laps at Bathurst but with speed limits. Deb was not feeling to well with Dave taking every opportunity to go tight around the corners and only lasted about 7 laps.

At the end of this gasoline afternoon we were all feeling on a high and it was time to drive off into the sunset to find a peaceful cafe and enjoy a cold long drink, which seemed to take just as long to find a café as it did to do the laps around Lakeside.

Maida Skaarup/Deb Korasz
Top Gear Volvo U.N.I for Life



VEHICLE : 1800S (1965)
OWNER : DAVID & DEBBIE
KORASZ (QLD)
CHASSIS: 12963
ENGINE: B18B
TYPE: 18335 HE
COLOUR : 89 (now RED)
UPHOLSTERY: 309-522 (BLACK)



Dave believes his engine has been rebuilt at some time. He has owned the car for about 1 year. Dave makes no secret of the fact that his car literally sat underwater for 2 weeks during the horrible Brisbane floods of 2011. Since acquiring the car, he has become expert at draining, draining, draining to remove the crud that accumulated in the car during its submersion.

To the credit of quality Volvo engineering, you would never know that this car had endured such punishment. The paint is glossy, the interior nice and everything looks right.

The car has a new exhaust, but I think Dave will be addressing the “gennie”, which sounds a little noisy. Not surprisingly for an 1800, there is a near new fuel tank, and the car was pulled to pieces to refurbish it for the road. Dave believes that about 20 years ago, the body work was the subject of some extensive work.

Dave would like to fix up a few little things that aren't right with the car, and he certainly has the enthusiasm necessary to get the job done.

It has been a pleasure to welcome the Korasz family to our club. We hope to continue to see them and their lovely 1800S at future outings.

Have a read on the next page, Dave's story about his beloved car.



Dave Korasz' Story Behind The Car



Ever since I rode off my 1964 Thames Trader Truck by having a head on collision with a 4x4, I wanted to get another old vehicle. I found a 1950 Austin in very poor condition and it had been hand painted with a brush. When Deb saw it she could not believe what I had brought home and there was no way I could get her in it, so it sat outside on the road for 2 years untouched, wasting rego and insurance so I needed to move onto something else.

I started looking again and came across a cool looking car for sale on Gumtree but it had been through the 2011 floods. As it was only a 5 minute drive from home, I decided to go and take a look. It's a Bloody VOLVO, I couldn't believe it but it was hard to walk away without making an offer. This was a cool looking car and I reckon I could get Deb in this one, that is, after I had cleaned it and got the bad smell out. It had been fully submerged under dirty flood water for four days and had sat in his garage for over 5 months untouched. We agreed on a price and I had it put on a tow truck and brought home.

The first thing I did was to remove the sump plug as I couldn't turn the motor by hand. Out came litres of water, then oil. I put a battery in it to check the electrics and the radio came on - that was the last thing I thought would work but it was the only thing which worked, so I had a big job ahead of me.

I flushed the engine with diesel, drained the gearbox and diff, and removed all the switches and dash instruments as they still had water and dirt in them. Cleaned the seats, washed the carpets and put in new under lay.

In the meantime, Deb would come home, walk past the car in the garage and tell me how much it stunk and there was no way she was going to get in that smelly car. Well 3 months later, after a lot of cleaning, flushing and draining everything repeatedly, I put a new set of points in it and fired it up with no problems at all. Another 2 months and it was on the road and registered.

There were a lot of things I have had to replace or recondition e.g.: wheel bearings, heater fan wiper motor, starter and generator. I had to clean all wire connections to get power back through it, which was painfully slow but rewarding each time another switch or light would work.

Prior to the floods the previous owner had the car over 20 years and had the interior re-done, new paint job and had only just had the motor fully rebuilt.

My 1965 VOLVO 1800s once again looks great, smells great, drives great and I feel great to own it, and Deb loves it too.

VALE - RAY TIERNEY 1945 – 2013

Many of the original members of the Volvo 1800 Club Australia will remember Ray, who resided at Leura in the Blue Mountains and owned a lovely White 1800ES. Although he dropped out of the club after selling his ES we remained in contact and friends for many years. Ray was diagnosed with advanced pancreatic cancer last December and he died on 6th March 2013.

He was aged 68.
Rest in Peace Ray,
Kevin and Margaret Greenaway

How it all started

In February 1986 I was a Giftware Wholesaler in the Brisbane area and while waiting to speak with the Newsagent at Woodridge I picked up a 'Unique Cars' magazine which I had not seen before. I flipped it open at a random page and there was a 1973 1800ES for sale in Sydney for \$13,000. I had not seen one of these cars since I was invited to its Australian Launch by Whitehorse Motors in Melbourne in 1972.

I thought it would be neat to own one so I purchased the magazine and that evening I called the owner. I was told that he was pretty certain that the car had been sold as a person had already been to see it twice and was really keen. I left my telephone number and promptly forgot all my aspirations of owning one. A couple of weeks later he called to tell me that the sale had not eventuated and was I still interested?

My enthusiasm had long evaporated and I told him I would have to think about it. Margaret had no idea what I was talking about so I rang several dealers in Brisbane to try and locate an example for her to inspect but with no luck. Another week passed and I thought, what the heck, and I called him back to tell him we would travel overnight to Sydney by bus to inspect his car.

He met us at the bus station and we returned to his home for breakfast. The ES obviously needed quite a lot of work but I was interested and told him that I had a Bank Cheque for \$11,000 made out to him. He said he had already refused an offer of \$11,000 but if I would go to \$11,300 the car would be mine. I agreed and told him that I had to buy it as I couldn't face the trip back to Brisbane by bus.

I'd only been back in Brisbane about a week when I had a call from John Todhunter who had heard through his local Chemist (one of my customers I had told of my purchase) that I had recently acquired a Volvo 1800ES and would I be interested in joining with a small group of owners to form a Volvo 1800 Club. Yes please!

The club was formed in March 1986 and in 1987 I was elected Secretary and proceeded to attempt to contact all owners in Australia and as a result within a couple of years we had recruited 250 owners in this country and a few from overseas.

At our first rally in Tamworth I met with Ray Tierney and inspected his white 1800ES. He told me that he nearly purchased my car (he was the mystery buyer I had heard about) and that he went to the owner's home with \$12,000 cash in his pocket. He made a cash offer of \$11,000 which was refused and as further negotiation didn't occur he left and eventually found another car to buy.

I have often thought that had Ray made a slightly higher offer and purchased the car I would possibly have never become involved with the Volvo 1800 Club and the course of my history may have been very different.

Kevin Greenaway





Corowa National Rally



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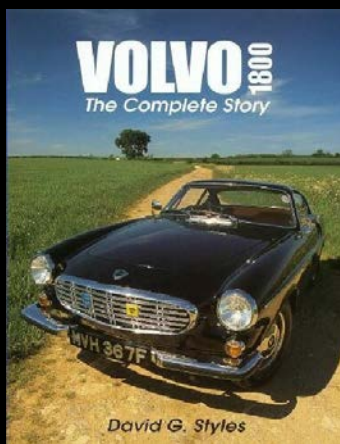
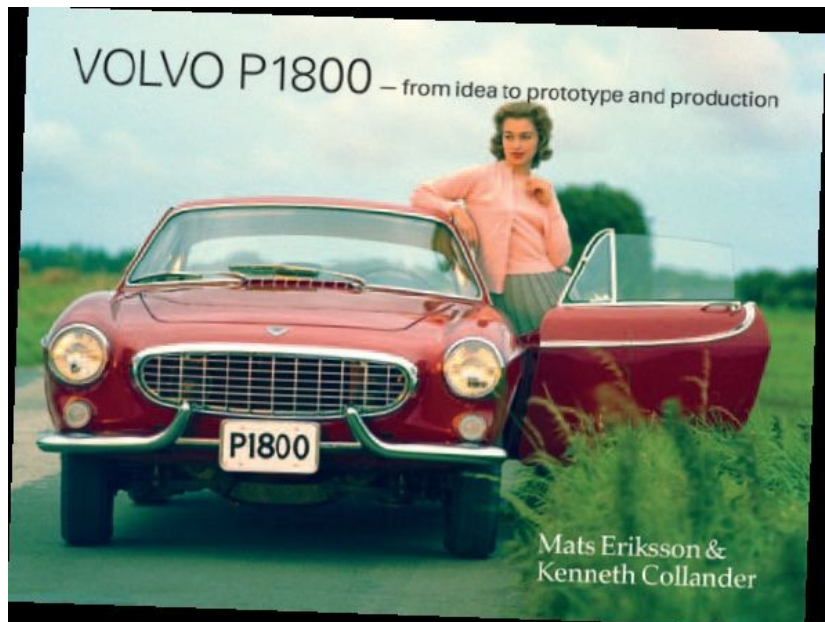
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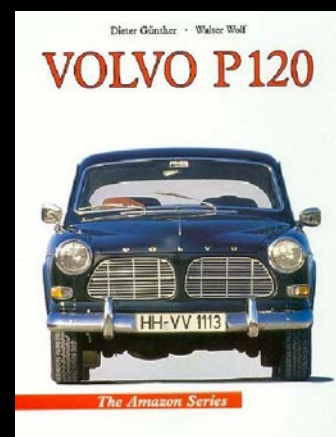
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Volvo 1800-120 Club Membership Application Form

Name of applicant (s)
 Postal Address

 State..... Post code.....
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 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

AUGUST:

Sunday 4th Lismore Summerland Sports & Classics Car Club annual car show.

Sunday 18th **Long Run** – to Allora via Laidley – Morning Tea in Laidley, Lunch in Allora, home via Cunningham's Gap – TO BE CONFIRMED due to FLOOD DAMAGE

17th – 18th Leyburn Sprints <http://www.leyburnmotorsprints.com.au/>

SEPTEMBER:

Sunday 15th Pie & Peas lunch at the WOODENBONG PUB after morning tea at Rathdowney – Not the usual road to Woodenbong though.

Meet at **Calamvale Hotel, Compton Road, Calamvale**
 9:30am for 10.00 departure.

October:

Sunday 27th **AGM & BBQ** Venue TBA

November:

Sunday 24th - Run for lunch into the Sunshine Coast Hinterland - TBA

December:

Sunday 8th **Christmas Lunch** – Venue TBA

New South Wales

Classic Car Shows and a Weekend Classic Car Run

Our club has been invited to the following:

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!*



National Rally Corowa 2013

Thank you to everyone who helped make the National Rally a success, especially those from the interstate clubs who travelled from afar! It was great to see some enthusiastic younger members with their cars - you're the ones who will keep this hobby going for many years in the future, so stay involved please and help shape the clubs with your input!

We had over 80 cars at the display and nearly 150 people at the Rally Banquet. Thank you to our major sponsor Volvo Cars Australia, and to the other businesses, clubs and individuals who donated money, door prizes, trophies and time to the event. Lance covered most of the weekend activities in his President's report, and hopefully from the photos in the magazine those of you who weren't able to attend will see what it's all about and sign up for the next one.

We're pulling together a feedback survey for rally attendees (hopefully it will be inserted in the magazine, otherwise watch for a separate mail-out). We appreciate your candid feedback and will pass this on to future national rally committees to help them decide on what people would like to see more or less of at future events, what could be improved upon and what was done well.

People's Choice Winners, Sunday Display Day

| | |
|------------------|------------------------|
| Terry Carey | PV/120 Series |
| Steve Lagos | 1800 Series |
| George Minassian | 140/164 Series |
| Craig Rasmussen | 242GT/262 Series |
| Kerryn Severino | 240 Series |
| John Flanagan | 700/900 Series |
| Mark Icton | 300/400 Series |
| Steve Clausen | FWD/AWD Series |
| John Johnson | Car of the Show (PV52) |

Thank you to Gerard Gowans, our official rally photographer, and to Ben Winkler for designing the rally badge, T-shirt and promotional materials/logos.

Rally Sponsors/Contributors Thank You:

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MV Paradise Queen (Lunch Cruise)
Corowa Tourism & Information Centre
Max's Motor Museum
Motor Active (Gift Packs & Rally Bags)

People's Choice Trophies:

1800 & 120 Class: Volvo 1800/120 Club Australia
Car of the Show: Volvo Club of NSW

Door Prize Donations:

John Johnson (Voldat)
Mark Richardson (VP Tuning)
Lance Phillips
Greg Sievert
Kevin Greenaway

High-visibility safety vests kindly donated by Totally Workwear Knoxfield and our program was printed by Fairkote Printing.











National Motoring Heritage Day May 2013

On the 19th of May, to celebrate National Motoring Heritage Day, the club organised a run from Melbourne up to Seymour.

We met for a coffee at the BP station on Cooper Street, and once everyone had arrived, drove straight up the Hume Freeway to the display day at Kings Park in Seymour. Along the way we passed quite a few old (and slower!) cars heading the same way. The venue was great, and the weather spectacular and sunny. There was a large collection of various makes and models, and we were parked right near the playground equipment for the little (and big kids - Mark) to enjoy. Several of us ambled into town for a pub lunch, and mid-afternoon we departed and headed for a coffee stop in Yea.

From there, Walter Gowans took us on some good back roads down through Flowerdale and Kinglake West, and back to the Hume Freeway. We had Len Ward (red 144), Peter Digby (silver S70), Mark & Laura Icton (blue 122S), Thorben Hughes (242GT), Walter & Sandra Gowans (blue 1800E), Gerard Gowans (yellow 1800S) & Greg Sievert (also in a yellow 1800ES).

Thank you to those who came along, and we look forward to the continuation of our monthly club runs. If you have an idea for a club run and are willing to help organise it, please contact a committee member and we will put it in the events calendar.

Greg Sievert





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Brickbats & Bouquets

WITH GRUMPY

Henry and the Model "T"

On my recent visit to Corowa and the Volvo National Rally I visited Max's Motor Museum and there in place of honour was a Model T Ford, then a few days later I was in the Gundagai Museum and as soon as I entered the front door there was an unrestored Model T. In addition the press has been full of Ford's decision to pull out of Australia after 88 years of making cars here. Did you know that Ford started in Geelong in 1925...wait for it: building the Model T!



1910 Model T, photographed in Salt Lake City.

Henry was born into a farming family in Dearborn, Michigan, in 1863. He showed an early interest in things mechanical and at the age of 16 he left the farm and became as an apprentice in Detroit where he learned to service and operate steam engines and study bookkeeping. Later he became Chief Engineer with The Edison Illuminating Company.

In 1896 he developed his first car the Ford Quadricycle. There is a replica in the Ford Museum in Geelong. In 1903 he founded the Ford Motor Company and produced a number of hand built cars. At the time other car companies were building expensive cars as playthings for the rich.

By 1908 Henry and a team of seven engineers had designed the model T. Henry said...

"I will build a car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one – and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

At first the cars were hand built on a fixed location. And with assembly by hand,

and production was small. The early plant could not keep up with demand for the Model T, and only 11 cars were built there during the first full month of production. More and more machines were used to reduce the complexity within the 84 defined areas. In 1910, after assembling nearly 12,000 Model Ts, moving to a larger and more modern factory and introducing the assembly line cars came off the line in three-minute intervals, much faster than previous methods, reducing production time by a factor of eight (requiring 12.5 hours before, 93 minutes afterwards), while using less manpower. By 1914, the assembly process for the Model T had been so streamlined it took only 93 minutes to assemble a car. By the time the 10 millionth car was built, 50 percent of all cars in the world were Fords.

The huge success was because the car was simple, cheap and reliable. Something some of us have been saying for years the KISS principle = Keep It Simple Stupid. The price in 1909 was \$850. By the 1920s the price had fallen to \$260.



The Model T had a front-mounted 2900 cc inline four-cylinder engine, producing 15 kW, for a top speed of 64–72 km/h. the Model T had fuel economy on the order of 11-18 L/100 km The engine was capable of running on gasoline, kerosene, or ethanol, The ignition system used an unusual trembler coil system to drive the spark plugs, as used for stationary gas engines, rather than the expensive magnetos that were used on other cars. This ignition also made the Model T more flexible as to the quality or type of fuel it used. The need for a starting battery and also Ford's unusual use of an AC alternator on early cars encouraged the adoption of electric lighting, rather than oil or acetylene lamps, but it also delayed the adoption of electric starting.



Transmission and drive train

The Model T was a rear-wheel drive vehicle. Its transmission was a planetary gear - it would be considered a two-speed, because one of the three speeds was reverse.



Ford Speedster T

The Model Ts transmission was controlled with three foot pedals and a lever that was mounted to the road side of the driver's seat. The throttle was controlled with a lever on the steering wheel. The left pedal was used to engage the gear. With the floor lever in either the mid position or fully forward and the pedal pressed and held forward the car entered low gear. When held in an intermediate position the car was in neutral. If the driver took his foot off the left pedal, the Model T entered high gear, but only when the lever was fully forward - in any other position the pedal would only move up as far as the central neutral position. This allowed the car to be held in neutral while the driver cranked the engine by hand. The car could thus cruise without the driver having to press any of the pedals. There was no separate clutch pedal.



The three pedal controls of the Model T

When the car was in neutral, the middle pedal was used to engage reverse

gear, and the right pedal operated the transmission brake - there were no separate brakes on the wheels. The floor lever also controlled the parking brake, which was activated by pulling the lever all the way back. This doubled as an emergency brake.

Although it was uncommon, the drive bands could fall out of adjustment, allowing the car to creep, particularly when cold, adding another hazard to attempting to start the car; a person cranking the engine could be forced backward while still holding the crank as the car crept forward, although it was nominally in neutral. As the car utilised a wet clutch, this condition could also occur in cold weather, where the thickened oil prevents the clutch discs from slipping freely. Power reached the differential through a single universal joint attached to a torque tube which drove the rear axle; All gears were vanadium steel running in an oil bath.

Suspension and wheels

The Model T suspension employed a transversely mounted semi-elliptical spring for each of the front and rear beam axles which allowed a great deal of wheel movement to cope with the dirt roads of the time.

Wheels were wooden artillery wheels. Tires were pneumatic clincher type, 76cm



in diameter, 8.9 cm wide in the rear, 7.5 cm wide in the front. Clinchers needed much higher pressure than today's tires, typically 60 psi, to prevent them from leaving the rim at speed. Horseshoe nails on the roads made flat tires a common problem.

I like the following comment...

John Steinbeck's *Cannery Row* contains a passage about the Model T:

"Someone should write an erudite essay on the moral, physical, and aesthetic effect of the Model T Ford on the American nation. Two generations of Americans knew more about the Ford coil than about

the clitoris, about the planetary system of gears than the solar system of stars. With the Model T, part of the concept of private property disappeared. Pliers ceased to be privately owned and a tire iron belonged to the last man who had picked it up. Most of the babies of the period were conceived in Model T Fords and not a few were born in them. The theory of the Anglo Saxon home became so warped that it never quite recovered."

So there you have the car that did more than anything else to put the world on wheels,

Grumpy

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Phone: 9874-5544/Fax: 9874-8833



Volvo Club of South Australia



Volvo Car Club Of South Australia
(Incorporating Western Australia)
P.O. Box 218
Torrensville Plaza, Sa 5031

President

David Bennett
0418 894 380 or 08 8556 5157 (Day)

Vice President

Craig Rasmussen
0428 529 372

Treasurer

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08 8248 5081

Secretary

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0400 246 305 or 08 8341 8908 (Day)

Minute Secretary

Graham Cadd
08 8387 5065

Club Captain

Ken Bayly
08 8293 2784

Events Committee:

Tricia Judd Ireland 08 8248 5081
Joan and John Peace 08 8294 3183
Alexander Davis 0414 423 505
David 08 8556 5157
Chris (Work) 08 8265 5388

Correspondence

All correspondence to:
Volvo Car Club Of South Australia Inc
P.O. Box 218
Torrensville Plaza, Sa 5031

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

SA Club National Rally Attendance

A number of SA club and other club members and cars from SA attended the Corowa National Rally, including Craig Rasmussen in his 242GT, Alexander Davis in the 164, Chris Allen in a 122S, Ken Bayly and crew in the XC70, Alex Richards (850SE wagon), Anthony & Chris Williams (1800) and Erik Ullner (164E).

Welcome new SA Club Members

Alex Richards, Rajinder Singh and Jack Graham



September

13

Club Meeting, 7.30pm
Glandore Community Centre

28

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.

29

Bay to Birdwood Classic

Current eligibility for "Classic" limits vehicles to those manufactured between 1/1/56 and 31/12/77. Entry forms will be available from www.baytobirdwood.com.au 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.

December

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 embroider badge. Both caps feature embroidered badge of the original 1800 Volvo script on front with the logo below EMBROIDERED on the back.

The cost of each hat is \$26.00

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





Volvo Car Club of NSW Inc.

President's Patter



Hello fellow Volvophiles – there is cause for great praise to be directed towards the planning committee for the Corowa Rally. This was a really fabulous event and I am certain I speak for all the NSW-ites who attended that we had a great time. There were a few areas that could be a bit more finely tuned but they were minor.

We attended because the event was not at Easter. For our family Easter is get together time and anyone who wants to drive out of and then back into Sydney over the Easter long weekend surely has sadomasochistic tendencies.

Just to bring you up to speed with the event – the presidential Volvo won third place in its class against what were some very nice cars. My wife did go around offering attendees a chunk of coconut jam slice as an inducement for their vote but others there countered with the even more popular cup-cakes! (what is it with cup-cakes?). Well the only thing to do was to up the ante – so if you were there you got a hug as well as a piece of slice.

There was this great feeling of camaraderie at the event – we met so many new friends in the Volvo Clubs, many extending invitations to visit if we are in their vicinity.

Whoever decided on Corowa – well they need a special award. It has a chocolate factory that sells dark chocolate-coated ginger – how good was that – AND – not half an hour's drive are the vineyards of the Rutherglen area – HOW GOOD IS THAT. This was pure genius on the part of the committee as it provided the very good reason to get there on Thursday evening then spend a day at the wineries.

PLUS there are some great restaurants at the vineyards and in Corowa – and good coffee shops as well.

Minor as it may be but there was a car wash not far from our Motel that was very good.

The venue at the Corowa RSL was sensational – being permitted to display the cars on the grassed area around the gardens was just great.

The weather – well whoever organised the weather deserves a medal – could have organised a bit less wind on the Cruise on the Lake but who's complaining

Most of us don't have enough hair to blow around anyway! We met up with Russ Arnold in his P1800 and drove together then caught up with Sid and Dani Neale in Holbrook – it was a great sight for the locals seeing three great looking cars – AND the patisserie in the main street sold HOT coffee – unlike the rest of Australia – AND – beautiful pies and pastries. It doesn't get much better than this.

On the return trip I drove behind Gerry Lister and his wife who were in the superb duck –egg blue P1800S. Gerry thought it was because I was afraid to overtake, thinking that our car might suffer a further minor mechanical hitch – which it did not. Just being polite I stayed behind to pick up any bits that may have fallen off Gerry – well I am President and need to keep an eye on our crew. Gerry provided average speed and fuel consumption figures for the trip that were most helpful.

A good time was had by all. Congratulations to Volvo Club Victoria.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

**Saturday & Sunday
21st July**

Weekend at Spud Murphy's in Crookwell. Dani Neale has very kindly taken over the **20 &** organisation of our social calendar for the rest of this year, so she will be organising this one. Keep your eyes on your email and the website for more information...coming soon. If it turns out as good as the event in 2010 you will have a ball.

Sunday 18th August:

Shannons Sydney Classic. Sydney Motorsport Park. 2013 is the 50th Anniversary for the Council of Motor Clubs and there will be some special features within the event this year, so don't miss it. It's \$15 per car. The CMC may not be organising lunches this year. However, we can utilise the excellent food in "The Garage" on the day. Tickets are available now. Contact me ASAP if you want to come, as spots are limited.

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.,

2015

14 & 15th August 2015

Make sure you keep put this weekend in your calendar NOW!. The NSW Club will be running a national rally in conjunction with the Shannons Sydney Classic. It ill be a huge weekend. More details on my page in this issue.

Talk to you 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

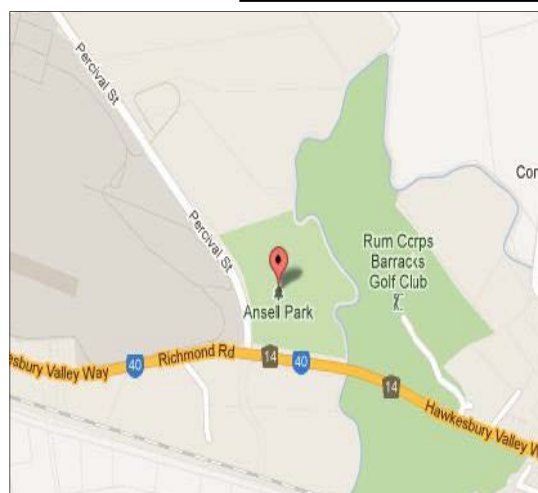
| | | | |
|---------------------------|-------------------|------------------------------|--|
| Sunday, 11 August 2013 | fiat club booking | Fiat Club Motorkhana R5 | Motorkhanas are held at Ansell Park, Cnr Richmond Rd and Percival Street, Richmond (across from Richmond RAAF Base) |
| Sunday, 29 September 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



The Presidential "Pat On The Back for Service to the Club". The POT-B award.

This award has been instituted by Presidential Decree - because I can.

I should have instigated it earlier for services to the President when Matt Williams was very noble in letting me have some parts for my daughter's 240.

But this was not of benefit to the club - but it was in a way as it made for a happy president - you know what "they" say - "happy president - happy club"

Must find out who those "they" is --- are ???

ANYWAY this POT-B award goes to Graham Bennett -let's hear a "yeah" for Graham for opening his house for a barbecue and parts sale.

You had to get there early to get the bargains - as some did.

Graham-from all who attended - THANKS FOR A GREAT DAY.



That is Graham on the left - who is the bird?

Uncle Ted's Tips for June

I think I am a bit "tipped-out" at the moment – but just when you think you are "tipped-out", something comes along.

On the subject of keys – yes ignition keys – yes I know; "who wants to know about ignition keys" – well owners of 120s and probably 1800s do.

I was in Corowa when sadly I locked my keys in the car. Not a problem as the co-driver had her set back at the ranch and all we had to do was drive a short distance to retrieve them – courtesy of the Neale's and open up the car.

BUT – I suggested to Sid that we try his door key – and hey presto the car opened courtesy of his door key!

What followed was a discussion of Sid's deteriorating ignition key – you know how they break at the collar. Well I said to Sid – I think my key is steel!

It has a stamp on it of the local locksmith to whom I lobbed into recently and asked did he have any blanks of this particular type left – I said they were steel to the best of my knowledge. To which the 20 YO replied – "all of our keys are brass, mate". To which I replied – "well it is unusual that when I look at the cut edge of my key it is not a brass colour – maybe this particular one is not brass!"

To which he replied "all our key blanks are brass, mate". So I said I will have one anyway and guess what – it is not brass colour on the cut edge – so if there are any locksmiths out there – are there such things as steel key blanks?

Why do I want another key blank – well might you ask two dogs (look I just can't help myself).

Some time back I recovered the remaining key of the original set from our 120Volvo. You may not know this but the key had a black coating over it similar to the later model keys. The replacement key barrel that I bought many years ago did not have the black backed keys. I can't find the other one as it broke off in the barrel – but it may be hiding in one of the many tins of bits in the shed.

Anyway I thought to myself – could I remove the black cover from the old key and fit it onto the current key? So out with the old Zoology dissection kit, which I might tell you, has come in handy on more occasions that I can remember and with the deftness of a neuro-surgeon I cut into the black shell and removed the body of the key.

This stuff is probably polypropylene or something to which nothing sticks – so I immediately thought of Sicaflex as something that might as it sticks to practically anything – but while searching in Bunning's I found a new glue that has a primer and instant glue for polypropylene.

Now you do need to grind down the new key back to approximate the shape of the extricated key body and drill the hole larger but with a bit of effort and care and a clamp and a bit of very fine wet and dry – one would hardly notice that the black key back has had an operation – the scar is hardly visible! AND I now have a key that looks exactly like the original! All we need now is the replacement GT steering wheel!

What's the tip – dunno really but I sure am glad I didn't chuck out the old key!!

Keep on Volvoing, Ted

PS – Hey can you believe this – having written this article and setting off to home last evening I had a picture in my mind's eye of an old St Christopher* key ring that my Mother gave me to keep me safe when I bought my first car (which was a Standard Super 10- and in one of those any form of protection would have been helpful) on which I had preserved the other (as it turns out) black backed key . I went straight home and rummaged around in my man cave – which is opposite to Jan's girl cave and grind my camshaft – there it was – another key!!! Obviously St Christopher* kept it safe all these years.

** Note – the usage of the term "St Christopher" by the writer of this article is in no way meant to imply support or encourage any Christian, Catholic or other religious alignment. The term is used solely for historic accuracy.*

Stop Press

On the weekend of Saturday & Sunday **14 & 15 August 2015**, the NSW club will be hosting a National Rally, in Sydney, in conjunction with the Council of Motor Clubs display, **"The Shannons Sydney Classic"**.

We have already begun the planning and I can now tell you that we will have some very special guests joining us for the weekend; Claes Rydholm, Senior Manager of Volvo Heritage (museum & factory) in Sweden, Irv Gordon is coming back. We can't keep him away, he had such a good time when he came out for the P1800 50th back in 2011, Jim Richards will be invited to join us, and we are working on other VIPs, who will probably include a couple from Volvo Australia (we hope).

The weekend will include a Sydney Harbour cruise on the Saturday; a five star buffet dinner on the Saturday evening, and, though it's yet to be finalised, it looks like our venue is going to be the Hills Lodge Hotel, a first class hotel in Sydney's North West....a stone's throw from Sydney Motorsport Park. They are currently working hard to come up with a really good package deal for us. (Also boasts underground parking for your pride and joy). There will be lots more information as it comes to hand, so keep your eyes peeled on the magazine and website.

.....**Jules**



Corowa Rally

Happy Couple on way to Corowa - before battery went flat! Please note new covers on the rear grab handles.



Gotta Look the part



Oldest car.....1936 Volvo



Pit Stop with Russell Arnold 7 P1800S



Rendezvous in Holbrook



People have been dying to get into this Volvo !

Corowa Rally



Nick in the 164 with camping options.

Magnificent Display of P1800s

Corowa Rally



Took this back for drinkies after 5.00pm – note the images on the barrel



On the cruise then to a very nice restaurant and tasting AND we made it to Valhalla !!!



Visiting All Saints – not for religious purposes



Brendan drove down for the day – amazing new paintwork in matte black .



Keeping an eye on the Listers and Neales on the way home





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

Hi All, Cooler weather at last.....I am definitely not a summer person. Must have something to do with being born in the coldest month of the year. Nothing better than rugging up and sitting in front of the telly with a glass of red and good movie on a cold, cold night.....OR sitting on my balcony enjoying the winter sunshine. Can't make up my mind which is better,

Must be getting old or something. Time was I had to be nailed down to make me stay at home on any given night. How things change eh?? Enjoy the funnies.

Talk to you later..... Jules



Gone Potty

A three-year-old boy is sitting on the toilet. His mother thinks he has been in there too long, so she goes in to see what's up.

The little boy is sitting on the toilet looking at a book. But about every 15 seconds or so, he puts the book down, grips onto the toilet seat with his left hand and hits himself on top of his head with his right hand.

His mother says: "Billy, are you all right? You've been in here for a while."

Billy says: "I'm fine, mommy. I just haven't gone potty yet."

Mother says: "Ok, you can stay here a few more minutes. But Billy, why are you hitting yourself on the head?"

Billy says: "works for ketchup."

Husband Down

A husband and wife are shopping when the husband picks up a case of beer and puts it in their cart

'What do you think you're doing?' asks the wife.

'They're on sale, only \$30 for 24 cans he replies.

'Put them back, we can't afford them demands the wife, and so they carry on shopping.

A few aisles further on along the woman picks up a \$60 jar of face cream and puts it in the basket.

What do you think you're doing?' asks the husband.

It's my face cream. It makes me look beautiful,' replies the wife.

Her husband retorts: 'So does 24 cans of beer and it's half the price! **He never knew what hit him.**



1+2 = 3

Until a child tells you what they are thinking, we can't even begin to imagine how their mind is working....

Little Zachary was doing very badly in math. His parents had tried everything...tutors, mentors, flash cards, special learning centres. In short, everything they could think of to help his math. Finally, in a last ditch effort, they took Zachary down and enrolled him in the local Catholic school. After the first day, little Zachary came home with a very serious look on his face. He didn't even kiss his mother hello. Instead, he went straight to his room and started studying. Books and papers were spread out all over the room and little Zachary was hard at work. His mother was amazed. She called him down to dinner. To her shock, the minute he was done, he marched back to his room without a word, and in no time, he was back hitting the books as hard as before.

This went on for some time, day after day, while the mother tried to understand what made all the difference. Finally, little Zachary brought home his report Card.. He quietly laid it on the table, went up to his room and hit the books. With great trepidation, His Mom looked at it and to her great surprise; little Zachary got an 'A' in math. She could no longer hold her curiosity.. She went to his room and said, 'Son, what was it? Was it the nuns?'

Little Zachary looked at her and shook his head, no.. 'Well, then,' she replied; "Was it the books, the discipline, the structure, the uniforms? WHAT WAS IT?"

Little Zachary looked at her and said, "Well, on the first day of school when I saw that guy nailed to the plus sign, I knew they weren't fooling around."

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

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.

NEW OLD STOCK RADIATOR HOSES

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



1993 850 GLE/SE SEDAN 2nd owner for the past 10 years. Fastidiously maintained by 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: LATE 240 WITH B230FX

MOTOR I have owned 6 Volvos 240 series, I am now looking for a really good 240 for me and my granddaughter to drive.

1963 122 4-DOOR Very reluctant sale for a great car! The car is registered in NSW with standard plates until October 2013, registered as "HIS-122". A 4-speed gear box and electric Laycock overdrive have been professionally installed. The engine has been bored out to 2.0



litres by Volvo Sweden, with sports extractor. The car has been converted to unleaded. The duco has been completely rejuvenated in gunmetal grey, chromes are as-new and the interior has been carefully restored



with immaculate red upholstery. Air-conditioning is installed. It has been professionally lowered by two inches. The original workshop manual and many spare parts are included. \$18,000 ONO. Contact: mphellemons@bigpond.com

I live in Tasmania and currently drive Pug 307, Fiat125 special 1929 Austin 7 Can you help with my enquiry, the car would be garaged in Gosford. Cheers Geoffrey Monotti. 03 6398 1988 / 0421 642 166

1965 P1800S \$32 000 (excludes on road costs). Serviced and maintained by Voldat Moorabbin. Garaged, great condition mechanically & body. Converted to unleaded, new tyres, reconditioned



radiator & engine. 159899 KMS. Contact Jodie 0406 188 669

PERFORMANCE TUNING FOR EURO CARS. We are currently running a special that I think your members might be interested in. HP/F Euro-Tune offers custom real time dyno tuning for most European cars. Please contact us or refer to the web site below for a list of cars that we can custom tune for your members at the special price of 50% off till the end of July. HP/F Euro Tune is different to most other tuning houses as we use real time custom tunes on the dyno instead of plug and play chips. Our award winning technicians take the time to individually tune each car while on the dyno to suit each customer's needs and in most cases will see a 15-20% increase in power.



You can also refer your members to our site where they will find all the information they need at www.hp-f.com.au. I look forward to hearing from and helping out you and your members with any performance upgrades. Mario Mohorko. HP/F. 8-14 Amberley Crescent, Dandenong VIC. 03 9793 1616. Email mario@hp-f.com.au

1990 740GL. Auto, updated model. Cloth interior. Engine has been upgraded with 940 VX3 cam and ecu. Ignition system upgraded as automatic with lock up from 16V. Front brakes from 940. 960 wheels with Pirelli tyres. Towbar, dashmat, tunnel armrest/cupholders. Upgrade radio with MP3 player with bluetooth connection. Centre decor trim. Car has done 235,580km. Very clean car for its age. Drives beautiful and goes well! Ideal first car and P-driver approved. Has ABS and seatbelt pretensioners. Long rego till Feb 2014 and comes with RWC. Only downside



it has small dent on RR wheel arch and someone has hit the bonnet (not with car)

DVS

volvo performance parts

performance suspension components
performance braking components
performance parts to suit most volvos

ashleigh davies

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ashdavies@optusnet.com.au

VP Tuning

Volvo Performance Parts

Mark Richardson

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Seaford Vic 3198
Australia

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

Classified Ads: Cars & Parts

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

so small dents visible. Price \$2850.
Any questions please contact Mark on
0403 814545

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.

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
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brakes. Indep-susp. Pwr Steering. Straight
6 Cyl-Engine /Cast iron overhead. Body &
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order. Registered. Enthusiast selling due
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VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal



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

- | | |
|---|--|
| <p>() New Application (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)</p> <p>() 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.)</p> | <p>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).</p> |
|---|--|

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 0401 713 595 (AH) or email greg.sievert@gmail.com

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

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

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

Volvo Car Australian Dealers

New South Wales

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

Australian Capital Territory

| | | | | | |
|--------------|--------------|--------|-----|------|--------------|
| Rolfe Motors | 29 Botany St | Philip | ACT | 2606 | 02 6282 4888 |
|--------------|--------------|--------|-----|------|--------------|

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 |
|-----------------|--------------|----------|----|------|--------------|

Northern Territory

| | | | | | |
|--------------|-------------------|-------------|----|------|--------------|
| Darwin Volvo | 34 Stuart Highway | Stuart Park | NT | 0820 | 08 8946 4444 |
|--------------|-------------------|-------------|----|------|--------------|

Tasmania

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



If undeliverable, please return to:

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

Rolling Australia

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