

# ROLLING

AUSTRALIA

NO.212 JANUARY/FEBRUARY 2014



VOLVO CLUBS MEMBER MAGAZINE

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# ROLLING

## Rolling Australia Jan/Feb 2014, Issue 212

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# Victorian Events Calendar

January

**19 (Sun)**

## **Monthly Club Run - Great Australian Rally**

For entry forms (\$35 pre-paid), see [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au)  
A number of club members will be attending - contact Lance if you wish to attend so we can all meet at the same starting point (most likely Stud Park Shopping Centre in Rowville) and go as a group.

**26 (Sun)**

## **Australia Day Picnic & Federation Vehicle Display**

King's Domain Park. Entries have closed already, but come along to look at the cars and enjoy a great day out! Club member Stuart Boydell's band (The Yarra Bend Bush Band) will be playing at 2PM on the main stage - don't miss it!

February

**5 (Wed)**

## **Night Meeting, 8pm**

Guest speaker: Chiropractor Kieran Whelan will show you how to get comfy and adjust your car seat properly for good posture.  
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St)

**16 (Sun)**

## **Club Run**

Location TBA - watch the website and if you're willing to organise, please contact Greg Sievert on [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) or 0401 713 595

March

**5 (Wed)**

## **Special General Meeting**

Special General Meeting to vote on ratification of the club's new association rules. Refer to details elsewhere in the magazine or contact Lance Phillips to pre-review a copy of the updated rules.  
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St)

**16 (Sun)**

## **Club Run (proposed) - Herb & Chilli Festival**

125 Quayle Road, Wandin. Contact Greg Sievert ([greg.sievert@gmail.com](mailto:greg.sievert@gmail.com), or 0401 713 595) if you're interested and we'll do it if we have at least a few people interested.

Entry is \$22 per person and we'll arrange a meeting point once we know who is going. More info at [www.herbchillifestival.com.au](http://www.herbchillifestival.com.au)

**30 (Sun)**

## **Volvo Club of Victoria Annual Display Day**

Held in conjunction with the Classic Showcase at the Flemington Racecourse Nursery Car Park (enter from Epsom Rd).

This is the club's big event! Give your car a wash and bring it along to show in the People's Choice display. Free BBQ for all club members. Entry fee \$15 for display car (including driver & passengers). Arrive at 9AM so we can get parked; opens to the public at 10AM. It's a great day out and many classic British and European cars on display.

See the website [www.aomc.asn.au/B&Eshow14.htm](http://www.aomc.asn.au/B&Eshow14.htm) for info.

# President's Prattle



Welcome to 2014 and I hope everyone had a safe but excellent festive season.

The first two events on the Victorian calendar are the Great Australian Rally display at Mornington and the Australia Day Picnic and Federation Vehicle Display in the King's Domain Park. Both these events provide a spectacular display of Classic cars as well as a multitude of other displays and entertainment. You will read the reports in the next issue.

The Committee and I are looking forward to good support from the membership at meetings and events throughout the year.

The club recently did an audit of the Club Permit Scheme with the help of

VicRoads. It raised some issues on both sides which Greg worked through to ensure the members had the issues rectified so they were not unknowingly driving a car with a cancelled permit. It will need to be done annually.

The new Club Guidelines will ensure members with cars on the Scheme attend a meeting to get paperwork signed so that it is not just 'cheap rego'. This only affects a small minority as the majority attend meetings and outings enjoying the benefits of club membership. Mailing in renewals is no longer accepted.

At the February Night meeting you may learn how you sit in your car affects your

posture and therefore your overall health. See you there.

Late in May, I hope to visit the home of Volvo in Sweden to check out the factory and museum. This is something I have looked forward to for a long time and it is finally coming to fruition. It would have been a bonus to visit in August during VROM [Volvo Rendezvous for Owners and Members] but it did not coincide with Pam's plans or the cruise company.

2014 is shaping up as an exciting year.

Lance Phillips  
lancephil@bigpond.com



## 242GT & 262C Register

The 242GT and 262C are still attracting interest which is good to see. It would appear that sales are mainly at the lower end of the price range which usually indicates a car that needs some work.

One of the better cars sold recently in Western Australia now resides outside Ballarat in Victoria so I hope to see it early in the year.

The Register has been updated with a New Zealand car changing hands as I had lost track of it for a while.

Another car has surfaced in Norway in the guise of a race car. It was a standard GT that was built as a race car in 1986 for the Touring Car Championship so that is a very

interesting addition to the Register. It also has been converted to LHD.

Craig in Adelaide is still progressing with his GT projects and expects to have another back on the road shortly.

Clayton Wilson in Queensland should be finished or very close to on his GT project. I am really looking forward to seeing the photos and a report on the build as it is a ground up restoration.

My GT does not get a lot of use but I decided to put on a tow bar for the odd trip to Bunnings with the trailer as both V70s currently do not have a tow bar. Anyway in the process of running wires for the brake lights I discovered a pool of

green 'stuff' which is always not a good sign. Fortunately it was only a minor leak from the heater tap which has now been replaced with one from Craig's parts bin and some help from John at Voldat. The car is all back together and ready for an outing January. I should make a resolution to drive it more this year as it is not one of my 1:43 or 1:18 scale models to look at on the shelf.

If you have a story on your GT or Bertone Coupe please let me know for future editions of this column.

Lance Phillips  
lancephil@bigpond.com

# The Editor's Desk

Hi all - yes, it's 2014! I've double-checked due to my error in the previous edition stating it was the last magazine for 2012. Oops! Where do the years go? Happy New Year. We have a lot of content for this magazine, so it may be a few pages longer than usual. I hope you enjoy the read and photos.

For those in the Victorian club, be sure to note that at our March night meeting, we will be voting to ratify the updated club association rules. This is due to a change in the regulations and an update to the "model" rules for associations. Please see separate special meeting announcement and details elsewhere in the magazine. Thank you to committee member Doug Miller for developing the draft rules and incorporating the committee's feedback, and for clarifying things with the relevant government bodies. It was a lot of work, and hopefully won't have to be done again for many years.

2014 is going to be a big year for Volvo, with the further roll-out of the newly-developed 4-cylinder engine line-up (including a supercharged turbo unit!) It should also mark the introduction of the new Scalable Platform Architecture (SPA) that will underpin many of the company's medium and large cars. First out of the chute is the all-new XC90, that should start production in late 2014 as a 2015 model. Not sure when we'll see it in Australia (I assume Europe and the USA will get it before we do). Based on the gorgeous Concept Coupe show car we featured on our cover for the last edition, Volvo's styling is headed in a great direction. I can't wait to see the XC90 and other future models. Volvo have released some teaser images of another show car "Concept XC Coupe" that's a stunner (see image - courtesy Volvo Cars media website). By the time you get the magazine the show car should have been revealed globally. Some of the styling cues should feature on upcoming Volvo vehicles.

On a local note, the Australian car market continues to boom, with record sales expected for the 2013 calendar year. Unfortunately the news is not all good for our local manufacturers, with Holden's recent announcement that they would stop building cars and engines in Australia by 2017. Holden cited a "perfect storm" of conditions conspiring against local manufacturing, including low or

zero import tariffs, the high Australian dollar, high local production costs (labour, parts procurement, etc) and intense competition from something like 60+ car brands in a fragmented market. Not to mention, the Abbott government didn't see the value in providing ongoing support to the automotive industry, given the current budget conditions... So, what does this mean for those of us who work in the automotive engineering sector in Australia? We'll probably all be looking for a new industry or retirement sooner than we had planned! Stay tuned.

As always, we hope to see you at more events in 2014, and if you have ideas or are willing to help plan an event, please let the committee know and we will gladly accept your offer. Don't forget - our big club annual display day and people's choice voting is on Sunday the 30th of March

- see the events  
calendar for more  
information.

Regards,  
Greg  
Sievrt



# Club Noticeboard

## Your Membership and the Victorian Club Permit Scheme

For those club members who have classic cars on Club Permit plates in Victoria, it is MANDATORY that your membership is paid up. According to the VicRoads rules, if you drive your car after your membership has expired, you will be liable for driving an unregistered vehicle (and the associated hefty fine!) We make it easy for you to renew your membership, so there's no excuse not to renew on time. When your membership is due, you will find an insert in your magazine with the renewal details, and the club's bank details for easy payment if you prefer to pay via bank transfer. If in doubt look at the mailing label on the back of your magazine - it shows your membership expiry date. If all else fails, contact the membership secretary Greg Sievert ([greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) or 0401 713 595) to find out.

The committee has developed a set of guidelines and expectations for those members who have cars on the permit scheme. Refer to Page 17 of the November/December 2013 Rolling Australia magazine, or the club's website, or contact Greg to have them sent

to you. The expectation is that members will bring their VicRoads Club Permit renewal forms to a night meeting or club event for signature instead of just posting to the club for signature. The following Committee members can sign VicRoads Club Permit renewal forms: Lance Phillips, John Johnson, Heino Nowatzky and Greg Sievert.

**Very important:** We received a list of Club Permit cars from VicRoads so I could do an audit, and we found a number of people who had either not renewed their membership (see above!!) or had not renewed their Club Permit with VicRoads (due to errors in the VicRoads system and VicRoads not posting out renewal forms). PLEASE look at your log book and window sticker BEFORE you drive your car and MAKE SURE THE PERMIT IS CURRENT! If it is not, again, you could be fined for driving an unregistered vehicle. If you haven't received an renewal from VicRoads at least a month in advance of your permit expiry date, contact them directly to find out what's going on.

### Welcome New Members!

**Mark Haley**  
740T

**William & Akiko Liao**  
S90 x2, V70

**Julian Petti**  
V70, 240

**James Maddison**  
P1800

**Jan & Mary Van Toor**  
760GLE

**Doug & Anita Hatt**  
244DL

**Geoffrey & Roz Monotti**  
240

**James Cole**  
242GT, 240

**Darcy Rule**  
740 HP Turbo

**Joan Beith**  
V70T

**Tom Burt**  
C70

**Duncan Campbell-Wright**  
740T, V70T5

As of the 18th of December, the club has 252 members, 11 of whom have outstanding membership dues.

If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401 713 595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)

### Treasurer's report

The club's bank balance on 18th of December was \$8689.22. The main expenses and income since the last magazine were magazine printing and postage, and the Christmas lunch. For any questions, please contact Adrian Beavis on 0402 203 437 (AH)

Adrian Beavis

### Magazine Postage (ALL CLUBS!)

Please contact the Editor, Greg Sievert ([greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) or 0401 713 595) if you change your address, or if you're having any delivery issues (such as receiving duplicate magazines, or think you haven't received a magazine).

### Website Resources

Looking for online Volvo retailers both locally and around the world? Check out the club's website at [www.volvovic.org.au](http://www.volvovic.org.au)



# News and Events



## New Scalable Product Architecture enables Volvo Car Group to move faster towards a crash-free future

The elegant design possibilities are the most visually evident – but far from the only – advantages of Volvo Car Group's (Volvo Cars) new Scalable Product Architecture (SPA). The ingenious new architecture also enables the company to reinforce its safety leadership and increase its momentum towards the aim that by 2020, no one should be killed or seriously injured in a new Volvo.

Recent independent data from the Swedish insurance company Folksam shows that modern Volvos have close to 60 per cent lower injury rates compared to the average modern vehicle in Sweden, which in turn has one of the lowest injury rates in the world.

### Holistic focus

The new SPA architecture enables significant improvements both when it comes to offering protection in worst-case scenarios and when creating innovative

features that support the driver in avoiding accidents.

"We retain our uncompromising attitude to offering superior crash protection," says Jan Ivarsson, Senior Manager, Safety Strategy and Requirements at Volvo Cars. He adds: "The new architecture opens up for further improvements. Seven per cent of the safety cage in the original XC90 was made of hot-formed boron steel. The structure in the upcoming all-new XC90 features over 40 per cent hot-formed steel, which translates into significantly improved strength but without adding mass or weight."

### Unique electrical architecture

The new architecture includes a ground-breaking new electrical architecture that elevates the car's intelligence level significantly. The architecture is designed to make it easy to add sophisticated functions and rapidly implement new

technology in fast-moving areas such as microprocessor, sensor and camera technology.

In principle, the electrical architecture consists of a network with four domain masters – vehicle dynamics, safety, car body and infotainment.

"Each master can be connected to every single unit in the whole architecture. This means that we have one single nerve system with full control over all the connections in the vehicle. This is unique in the industry," says Peter Mertens.

### A holistic system built around people

The driver is literally the core of Volvo Cars' holistic approach, which is based on real traffic situations. He or she is surrounded by 360° zones extending from technology cushioning the driver to putting him or her in contact with the world:



### Embracing the driver

The driver and passengers are embraced by solutions that are designed for intelligent absorption of energy in various types of collisions. The safety technologies – such as safety belts, pre-tensioners, whiplash protection system, airbags and inflatable curtains – are continuously being enhanced.

In cars built on the new SPA architecture, the smart belt pre-tension systems increase the retention of the occupants before and during the event of a collision. For example, the rearward-facing radar is used to detect a rear impact. This allows the safety belts to be tightened in advance in order to keep the occupants in place.

### Sophisticated strength

The new, patented SPA safety cage, with its mix of different steel grades, has been made stronger and smarter. The superior strength is achieved by more extensive use of boron steel.

### Crash avoidance

Camera, radar and sensor technologies are extended to detect more objects around the car and to offer support at higher speeds and in more situations, such as at crossings.

“One of the most important focus areas within collision-avoidance is to help prevent unintentional road departures by autonomous steering intervention in critical situations. Unintentional road departure is the collision type that results in most deaths and serious injuries in modern traffic,” says Jan Ivarsson.

The new features also include detection and auto brake for large animals and pedestrians also when driving in the dark.

### Enhancing the driving experience

The sensors used by the collision-avoiding solutions are also part of the extended

range of features that makes the drive more enjoyable by simplifying complex traffic situations. This includes Adaptive Cruise Control with steer assist, introduced in the upcoming all-new XC90. The car automatically follows the vehicle ahead in queues. The Scalable Product Architecture

is also designed to accommodate the implementation of autonomous technologies all the way to self-driving cars.

### Seeing around the corner

To exchange communication with other vehicles, the infrastructure extends the driver's theoretical field of vision beyond the capacity of the camera, radar and sensors. With this Car2Car and Car2Infrastructure technology in place, vital information can be shared and exchanged – creating a more comfortable and safer drive.

The technology opens up a multitude of safety and support possibilities, such as obtaining road friction information, advance warnings and detour options to avoid queues, creating a green light wave and finding free parking spots.

### Always in touch with the world

The modern desire to be constantly connected is moving into the car. This connectivity can be used to make driving safer and more comfortable – but bringing it into the driver's seat is also a challenge from a safety perspective.

The desire to stay online may divert the driver's focus from the road. This is a field where Volvo Cars believes that autonomous drive will play an important role. Not having to supervise the drive continuously in certain situations allows the driver to focus safely on something else.

“Allowing the car to act automatically is crucial when moving towards the vision that future cars will not crash at all. The technologies enabled by our new Scalable Product Architecture will bring us significantly closer to this ultimate goal,” concludes Jan Ivarsson.

*Press release and photos courtesy Volvo Cars global media website*



## A great gift

Look what Santa is bringing to our beautiful 3 year-old grand daughter Charlotte for Christmas. Just when you thought all the best gift ideas come from the shops I found inspiration in my garage and came up with a gorgeous little imitation of our favourite car - a Volvo.

*Merry Christmas to everyone.  
Kevin and Christine Allen*

## Volvo Car Group signs second loan agreement with China Development Bank

Volvo Car Group and China Development Bank have signed a USD 800 million loan agreement with a maturity in 2021. This loan will support Volvo Car Group in further developing its product program as well as strengthening the capital structure over the coming years.

The first drawdown under the loan agreement will take place in 2013, with further drawdowns planned during 2014 and early 2015. The amortization structure and terms of this loan agreement are equal to the loan agreement of EUR 922 million that Volvo Car Group and China Development Bank signed in 2012.

“This agreement is a further proof of the good relationship between Volvo Car Group and China Development Bank,” says Hans Oscarsson, Chief Financial Officer at Volvo Car Group.

*Source: Volvo Cars*

# News and Events

## New Volvo XC70 D5 AWD receives top marks from Swedish police



to offer police forces a 'base' car with only a specially developed chassis," explains Ulf Rydne. "Police forces can then equip their police cars according to local demands. This approach makes our police cars attractive to a much broader target group, because it allows us to compete on price as well as on quality."

Following the development of a special, new chassis for police cars, Volvo Cars is now actively targeting a significant increase of its sales of police cars around the globe. The qualities of the new chassis were recently underlined when the Swedish Police designated the 2014 Volvo XC70 D5 AWD as the best car in its fleet after exhaustive tests, with an overall score of nine out of ten.

"The vehicle fleet of the Swedish police is subject to among the most stringent demands in the world and the Volvo XC70 D5 AWD is the best police car we have ever offered. We see a clear opportunity to increase our sales on a number of markets, both in markets where we previously had a presence as well as in entirely new markets," says Ulf Rydne, Business Manager Commercial Vehicles at Volvo Car Special Vehicles and Accessories, where Volvo police cars are developed.

Currently Volvo Cars sells between 500-600 police cars every year. Most of them are sold in Sweden, where Volvo Cars has close to 90 per cent of the market, but Volvo police cars can also be found in the UK, Belgium, the Netherlands and Switzerland. "With our new model year 2014 cars with the new chassis, we have an even wider product range and we believe we can double our sales numbers in the coming years. Already now, we are in discussions with at least a dozen different police forces around the globe: seven in Europe, two in the Americas and three in Asia. And we are determined to add more to that list," says Ulf Rydne.

Volvo Cars will continue to offer fully-equipped police cars like it has done for many years. "However, with our new chassis we now also have the possibility

The new police car chassis has been changed in a number of aspects, including the introduction of new anti-roll bars, shock absorbers and springs. The cars are also subjected to a large number of verification drives on all types of road surface: for example, cars are taken on high-speed driving tests on the German autobahns, winter road driving in northern Sweden, as well as high-friction driving in Spain. Volvo Cars is one of few car manufacturers that have developed a special chassis for police cars.

"We have been working on the development of a new chassis for almost a year. We realised that it was necessary," says Ulf Rydne. "The weight of police cars is increasing, which requires a stable chassis, and we were approaching the limit. Police forces need a car that performs predictably and does not offer any surprises. That is why we develop our police cars in close cooperation with the Swedish police, who are involved throughout the product development phase. That way, we get first-hand insight into the demands placed on a police car," says Ulf Rydne.

Already last year the XC70 D5 AWD was voted the most popular police car among Swedish police officers, due to its comfort, safety and flexibility. But a recent test by the National Police Board in Sweden of the XC70 D5 AWD with its newly developed chassis resulted in the highest overall grade of all six car makes used by Swedish police. The Volvo XC70 D5 AWD scored ten out of ten in emergency driving and booked an overall score of nine out of ten in the test, that also covers noise, comfort, stability, elk and braking tests

## Volvo in Targa High Country

Here's a few photos of the lone Volvo representative in Targa this year. It is a Volvo 123GT driven by Hans Applegren and navigated by James Prendergast. They are from the Mansfield Spectator stage on Friday 8th, start of Mount Buller stage on Saturday 9th and leaving the Eildon lunch break on Sunday 10th.

David Miller (Thanks for the note and photos David! - Ed.)



and evasive manoeuvres. Driveability, engine performance as well as cornering and braking stability were some of the features highlighted in the test report.

"Unlike in many other countries, the police car is seen as a workplace in Sweden, which means it has to meet very strict demands," says Ulf Rydne. "So when our car is seen as the best in the Swedish police fleet, it is no wonder that other police forces around the globe are also interested in our offering. Because it has been developed with Swedish standards in mind, the basic quality of the car is excellent."

Volvo police cars are first built on the productionline in the Torslanda factory, and then equipped as police cars in an integrated production process. The process of converting a car into a police car takes around 45 hours. Production for the 2014 model year with the new chassis will commence in late November, with the first new police cars being delivered at the start of next year.

Source: Volvo Cars

# Volvo Car Group releases new edition of award-winning child safety manual

Volvo Car Group (Volvo Cars) has released the third edition of the company's book 'Children & Cars – a Safety Manual'. The award-winning manual helps parents all over the world make sure that their children travel safely in the car. The new child safety manual is available at Volvo dealers globally and can also be downloaded on Volvo's website: <http://bit.ly/1cSoK3R>

Volvo Cars presented its first rear-facing child seat concept already back in 1967 – and the pioneering work to protect the youngest and most vulnerable occupants in the car has evolved ever since.

The target group for child safety information is growing continuously. Every minute, somewhere in the world, there are new parents putting their precious newborn child in the car for the first time.

"Actually, a child makes its first car trip long before it is born. So our child safety manual describes how pregnant women as well as children of all ages can travel as safely as possible," says Prof. Lotta Jakobsson, Senior Technical Specialist Safety at Volvo Cars Safety Centre. She adds: "Giving parents easy access to useful information about child safety is a natural part of Volvo Cars' human-centric approach. Tragedies involving children in cars are often due to lack of knowledge."

The importance of spreading the good word has been acknowledged by customers and society over the years. Volvo Cars' child safety manual has been awarded several prizes, including the Swedish Publishing Award in 2007.

## Rear-facing position safest

Urging parents to have small children travelling in a rear-facing seat remains a core principle also in the latest edition of 'Children & Cars – a Safety Manual'.

"A child's head is big and heavy relative to its body. Since the vertebrae and muscles of the neck are not fully developed, the consequences can be severe for a young child facing forward in a frontal collision," explains Lotta Jakobsson. "That is why we advise parents to position the child rear-facing until at least three years of age," she adds.

## Integrated booster cushions

The forward-facing child should still use a child restraint system developed for its age. A belt-positioning booster accommodates these needs. This helps positioning the lap belt over the thighs, not against the child's belly, in order to help provide safe travelling also for the child. Ingenious, integrated two-stage child booster cushions are available for several new Volvo models.

## Towards zero

"Promoting child safety is an important part of our safety work. We keep moving towards our aim that by 2020 no one should be injured or killed in a new Volvo. Our long-term vision is that cars should not crash," says Lotta Jakobsson.

Source: Volvo Cars



## Another Birth Announcement

Another one! I couldn't help myself - this one was cheaper than getting all the items repaired for the RWC and rego on the '89 740 GLE that I acquired recently. This is a '90 740 GL, came from a good home. I bought it off Mark Richardson (it was advertised on the club website). This will become our daily driver which will reduce the use of Ann's 940 (ex Peter Hoffman). I still have the 240 wagon for errands etc. I have 8 cars here at present, getting a little crowded. Two due to go to the garage in the sky.

Not sure what I'll do with the other 740 (I like it too so it's safe). The Bertone/Chev project is moving along a bit quicker now that I've sold my backhoe providing much needed funding.

Kevin Holden (Kevin sent me some preview pics of the exhaust extractors on his Bertone project - I'm looking forward to publishing a story on that car in 2014 Kevin! Ed.)

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# News and Events



## Cuba has Volvos too!

We have just returned a few days ago from a 7 week trip around South America and to Cuba (see separate story in this edition of Rolling) and during our stay I kept a sharp eye out for any Volvos and only spotted ONE.

Kevin Greenaway



## Kev's Mystery Cars



Can you guess the latest mystery cars from Kevin? Spotted while on his trip in South America, these two examples were seen in spotted in Uruguay and Chile. Get the answers in the next edition of Rolling!

## Volvo Club of Victoria updates its Rules of Association

**Notice of special resolution and explanatory note - new rules of association.**  
Volvo Club of Victoria Inc.

### Background

In November 2012 the Victorian State Government approved new rules (referred to as Model Rules) and regulations (the Associations Incorporated Reform Act 2012) for Associations like the Volvo Club of Victoria Incorporated (the Club). The requirements of the new Act have applied since 26 November 2012 where there is any inconsistency between the Club's existing rules and the new Model Rules.

The Club can develop its own rules to better reflect its circumstances provided it addresses all the matters required under the Associations Incorporated Reform Act 2012.

The Club's existing rules were made during the 1980's under the provisions of the then Associations Incorporation Act 1981, and have not been systematically reviewed by the Club since they were made. A copy of the Club's existing rules can be provided to members.

The Committee of the Club has used the new Model Rules as the basis for any changes that will better suit the needs of the Club. The recommended changes are published on the Volvo Club of Victoria Inc. website at <http://volvovic.org.au/joomla/volvo-club-of-victoria-useful-downloads> (shown as track changes to the Model Rules).

To amend the rules and statement of purposes of the Club a special resolution to a general (monthly) meeting is required and, at least 21 days' notice must be given to all club members of the special resolution. The special resolution must be passed by 75% of all members voting in person or by proxy.

Both the Club's existing rules and proposed new rules provide that the giving of notice can be provided to members personally or by post to the address of the member recorded on the register of members. The Committee of the Club has determined that this edition (January/February 2014) of Rolling Australia, which is posted to all members of the Volvo Club of Victoria Inc., is an appropriate vehicle for the giving of notice of the special resolution to amend the rules and statement of purpose of the Club.

### Notice of Special Resolution

Notice is given that at the general (monthly) meeting of the Volvo Club of Victoria Incorporated to be held at 8:00 PM on Wednesday 5 March 2014 at 332 Burke Road, Glen Iris (South Camberwell Tennis Club) it is intended that the following motion be proposed as a special resolution:

**"That the Volvo Club of Victoria Inc. adopts the attached *Rules Of The Volvo Club Of Victoria Incorporated* comprising its statement of purposes and rules of association as published on the Club's website [www.volvovic.org.au](http://www.volvovic.org.au) from 15/01/2014."**

### Explanatory Note

In most instances the provisions of the Club's existing rules and practices are reflected in the new Model Rules. Importantly, the new Model Rules expand and clarify the Club members' rights and obligations and Club governance procedures. Key changes to the Model Rules by the Club, incorporated in the *Rules Of The Volvo Club Of Victoria Incorporated*, are:

- The new Model Rules require the Club's statement of purposes to form part its rules (see rule 2).
- Provision for honorary life members and supernumerary officers (see Part 3, Division 1 Membership)
- Clarify application for membership of the Club to reflect role of Membership Secretary and long standing practice (see Part 3 Division 1 Membership)
- Provide additional Committee positions in addition to that provided in the Model Rules and the appointment of supernumerary officers (see rules 44 and 52)
- Include the use of the official publication of the Club (e.g. Rolling Australia) as a means of giving notice under the rules of the Club (see rule 74).

### Next Steps

All Volvo Club of Victoria members are encouraged to familiarise themselves with rules of association prepared by the Club's Committee which are based upon the new Model Rules for associations in Victoria. The Rules of the Volvo Club of Victoria Incorporated, comprising its statement of purposes and rules of association are published on the Club's website [www.volvovic.org.au](http://www.volvovic.org.au). Members requiring a hard copy should contact Doug Miller 5944 4988 (Home), 0433 444 861 (Mobile), [chez.doug@gmail.com](mailto:chez.doug@gmail.com)

At the February 2014 monthly meeting time will be provided for discussion and questions in relation to the new rules of association for the Club.

The special resolution (above) will be put to the March 2014 general meeting of the Club.

Within 28 days of the special resolution being passed the Secretary of the Club must lodge the proposed new rules and statement of purposes for approval with Consumer Affairs Victoria.

# What of the future?

On thinking of the development of the motor car since its invention and over the last hundred years I believe we have come around in a circle – I think! In 1900 there were three means of propulsion: petrol, steam and electric. As we all know the petrol engine won out because it is light in comparison with steam and could be started quickly (unlike the steam engine which had to be lit and wait while it "got up steam"). The electric was great because it would start immediately, was quiet and gearless, but it relied on very heavy wet cell batteries which had limited range and had to be recharged overnight.

On January 17th 1899 the future of electric cars looked bright when Camille Jenatton set the world land speed record in France with an electric car with the blinding speed of 105.882 kilometres per hour. After that the history of electric cars was all downhill.



What have we today? An amazing collection of systems – improved and more efficient petrol engines, some with both superchargers AND turbochargers. Diesels have been around for a long time and we tend to associate them with heavy trucks belching out sulphurous black smoke but the refined diesels in cars are easy to live with. There are motors that run on LPG (gas); Hybrids which have both petrol and electric motors. Some pure electric with improved batteries which can be recharged quickly [or slowly overnight] or with quick battery changeover packs. Just around the corner are fuel cells that run on hydrogen and produce only water vapour. There are others that I consider wacky that run on compressed air or

massive flywheels that can be "wound-up" to provide energy to propel the car for a limited distance.

## Revival

The Detroit Electric brand was revived in 2008 by Albert Lam, former Group CEO of the Lotus Engineering Group and Executive Director of Lotus Cars of England, with a vision to produce premium-quality pure electric vehicles "that seamlessly integrate refined aesthetics, innovative technology and superior handling and performance."

Detroit Electric was relaunched to the world on 19 March 2013, with the signing of its new headquarters in the Fisher Building in Detroit, Michigan.

Which will win? Your guess as good as mine. I tend to favour the idea of small petrol running at a steady speed charging the batteries. The wheels would be powered only by electricity; this would reduce the complicated system of having the wheels driven by both petrol and electricity. A petrol motor running at a single speed could be very efficient. At one time people were predicting an atomic powered car. Just think of the advantage of driving a car that never needed refuelling during its lifetime. Unfortunately it never came to pass because of technical problems – probably the ton[s] of radiation shielding. Today who would want to buy a car that was an atomic BOMB?

I predict that the hybrids will have a limited run because of their complexity and cost. Petrol will continue to be popular because of the known technology and the way in which they are reducing their fuel consumption and pollution per kilometre. In Australia diesels are more expensive to



Mazda RX-8

buy and unlike Europe we tax the fuel so that it costs the same as petrol and it is only over a long period that the average motorist saves money to compensate for the higher vehicle purchase price.

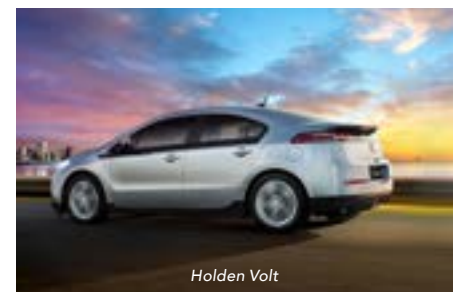
## Wankel

Remember when the Wankel engine was first used in cars – it was predicted that eventually all cars, trucks and even light planes would be using the Wankel rotary engine. Mazda produced their first rotary engine car in 1971 and although it was smooth and vibration free and with plenty of power there were problems with the rotor tips that burnt out and high fuel consumption. Mazda has produced a number of rotary-engine sports cars with the prefix RX but the sales of the RX-8 ended in 2010 in Europe after failing to meet increasingly demanding emission standards.

## Holden Volt

The Volt comes close to my idea of the perfect electric hybrid car. An all-electric car like the Nissan "LEAF" does not appeal to me even though my day-to-day travel is usually less than the 80 to 150 kilometres. At times I want to travel up to 500 kilometres plus when on holidays and I do not want to have two cars – an electric for the city and a petrol car for longer trips.

The Holden Volt is touted by Holden as "an electric vehicle without the normal range anxiety. Volt is equipped with two sources of energy, an electric source – a battery – and an on-board petrol generator to keep you going for hundreds of additional kilometres once the battery has depleted."



Holden Volt

## Holden Volt Key Features Technology

Two on-board sources of energy – 16.5 kWh lithium-ion batteries for up to 80 kilometres with overnight recharging from a power point; and a 1.4 Litre range extending petrol generator which kicks in when battery is depleted giving a range of 500 kilometres.

*Continued next page...*

Regenerative braking electric motors become generators when running down hill or braking feeding electricity back into the batteries.

The car was recently introduced to the Australian market but due to the high price (\$59,990 plus on-road costs) there have been few buyers.

### Richard Fullwood

Note to Richard Fullwood: thank you for filling me in on the Chevrolet Corvair. I suppose my dim view of the Corvair is related to my wife's accident with our Type 3 Volkswagen. One Saturday I got a phone call from a country hospital that my wife had been involved in an accident and had been taken to the emergency department and treated for minor cuts and was being

released – could I pick her up. Since the VW was my only car I called on a friend who had an early model Corvair. I accepted his offer but felt it was a bit of being out of the frying pan and into the fire.

I had owned the VW for three years and done a lot of high-speed country driving and was completely disillusioned with it as it was a handful to control on the open road in corners and in a gusting cross-wind. At the time rear-engined VWs were known as "Hitler's Revenge".

The early Corvairs had become known for their bad handling characters and comparing my friend's 2.7 flat six cylinder air cooled engine in the rear engine compartment it seemed massive compared with my VW's 1.5 litre flat four.

After Ralph Nader's book "Unsafe at

Any Speed" Chevrolet did make large improvements to the rear suspension which made big improvements to the handling – but as you pointed out it then became more expensive when compared to other simpler and cheaper cars.

It would seem that Porsche is the only regular car to still use the rear-engined format, when once almost all European manufacturers had rear engined cars. On a final note I had a Fiat 600 and had it filled with petrol and the pump attendant offered to check the tyres. On leaving the service station the ride was very strange; on getting home I found that all tyres had 32 PSI when the pressures should have been 14 PSI front and in the rear 28 PSI.

*I rest my case,  
Yours forever Grumpy*



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# Cuba: A step back in time

I have just returned from Cuba which is famous for its old cars. As many as 60,000 American vehicles can be seen in daily use on the island. Pre-1960 vehicles remain the property of their original owners and descendants. For the first part of the 20th century, most new vehicles came to Cuba from the United States. The flow stopped in late 1959 when economic re-forms by the government of Fidel Castro prevented Cubans from buying cars on credit. A subsequent U.S. trade embargo, instituted in October 1960 in response to Cuba's seizure of U.S. owned properties not only

ensured that new vehicle ex-ports would remain halted, but also denied Cuban motorists a direct source of replacement parts. As a result, Cubans became expert at adapting or fabricating parts to keep on the road cars that in other countries would long since have been recycled. Their pastel colours, tall fins and extensive chrome make them a favourite subject for tourist photographs as can be seen from my photographs in the streets of Havana.

*Kevin Greenaway*



# Voldat Safety Check and BBQ

The events come thick and fast at the end of the year, with our club Safety Check held on the 30th of November, and the year-end BBQ on the 4th of December. Both events are held at John Johnson's Voldat workshop in Moorabbin.

For the safety check, Mark Richardson (VP Tuning) and John spent several hours meticulously reviewing members' cars and

pointing out items that needed immediate or future attention. This year we had quite a number of cars to check, so hopefully everyone was able to be accommodated before the shop had to close. Gerard got some great pics of the guys in action!

The year-end BBQ was well-attended as usual. John Brady did a great job organising (and cooking) the meat and salads

(thanks John) and thank you to John Johnson at Voldat for providing the venue, and to Heino for bringing the club BBQ trailer. As this was the last event for 2013, it was time to reflect on our camaraderie during the year and wish everyone a Merry Christmas and Happy New Year.



# Muckleford Picnic

October was a busy month with the club run to Muckleford on Sunday the 27th to attend the Muckleford festival and Victorian Goldfields Railway (steam train rides). This year's event featured a large display of classic cars, old steam engines, farm machinery, a tractor pull, food stalls, music etc. It was a fantastic day out in the country, and great day for the drive.

Our surprise guest was none other than James Maddison, in his turquoise 1800E. James was a member some years ago before he moved to Iceland for studies and work. Luckily he was home visiting family and was able to get the 1800 out for the drive (having been stored in his dad's shed and in need of some exercise!) Our second surprise guest was Alexander Davis from

South Australia (240GL) who had been in Victoria on a visit. We also had the Icceton family (S60R), William and Akiko Liao (S90 Executive), Ian McMichael (122S), Walter & Sandra Gowans (1800E), Gerard Gowans (760), Kevin Holden (940), Thorben (242GT) and Greg & Wayne (1800ES). A good cross-section of cars for sure! Thank you to our club photographer Gerard Gowans for the photos!



# Motorclassica

On the 26th of October a number of club members displayed our cars in the forecourt of Melbourne's Royal Exhibition Building as part of the "Club Sandwich" display for Motorclassica. The main display of high-dollar cars is inside the exhibition building, and as usual was a visual treat for those of us who love classic and historic vehicles. This year's format for the club display was a bit different, with the display area being cordoned off from the public

who hadn't paid to enter the Motorclassica event. While it may have prevented some curious museum visitors from getting a good look at our cars, the benefit was we all got free entry into the event this year.

We had ten cars on display, including John Johnson, Daniel McIndoe and Walter Gowans in 1800 coupes, and Gerard Gowans in the 1800ES. Thorben Hughes (242GT), Allan Abbott (244GLE), Doug Miller (262C) and Wayne & Greg (240GLE-

Electric) covered the range of 2-series cars. Dion's XC70 Ocean Race was the newest car on display, while Len Ward (with Lance Phillips as passenger) displayed the 544 at the other end of the age scale.

In all it was a great day out, with a lot of interest in the Volvos (even though we were parked next to a sea of Lamborghinis!) Thank you Gerard and Daniel for providing photos.



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# Christmas Awards Lunch

On the 1st of December, we enjoyed our annual Christmas Awards Lunch at the Waverley RSL restaurant. The 3-course lunch was tasty as usual, and more than enough to eat. After lunch we moved into the private member's lounge for the awards presentation. Lance handed out the trophies and certificates for the Display Day winners, as well as an award to Gerard Gowans for his dedication in taking the great photos you see on the pages of Rolling magazine as our club photographer.

After the awards were handed out, we had our door prize raffle, where nobody went

home without something (I think?) Thank you to the following who provided gifts and/or services for the prizes:

John Johnson (Voldat), Mark Richardson (VP Tuning), Berry Motor Group, Heino Nowatzky, Lance Phillips and Allan Abbott ([www.healthinnovations.net.au](http://www.healthinnovations.net.au)).

The date also marked Heino Nowatzky's birthday (happy birthday Heino). A special award was presented to Heino - an engraved stainless steel mug with the inscription "Thank you for over 10 years of dedication and significant contributions to the Volvo

Club of Victoria." This was the brainchild of Heino's son Dion, with assistance from Greg to organise the engraving. Well done Heino - you deserve it!

We had a good turn-out of members (approximately 35) and it was nice to see Erik & Elisabeth Ullner (members from South Australia). Thank you to the event coordinator Edi at the RSL for helping everything run smoothly on the day, to Mark Hoffmann for organising the trophies, to Heino for printing the award certificates, to Lance for coordinating and to our intrepid treasurer Adrian for paying the bill!

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# 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

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### Vice President

Helen Judd

0400 246 305 or 08 8341 8908 (Day)

### Treasurer

Colin Ireland

08 8248 5081

### Secretary

Craig Rasmussen

0428 529 372

### 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:

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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



## Christmas Lunch

On the 8th of December, 40 members travelled to Stockwell for our Christmas lunch. With heavy bookings in Adelaide at this time of year, we decided to travel out this year. Stockwell is a small hamlet just off the Sturt Highway, 70km from Adelaide, and adjacent to Wolf Blass winery. Established in 1856, and nestled in the Barossa Valley, the Stockwell Hotel provided us with a warm welcome and sumptuous dining.

After meeting at the White Horse Inn on Pt Wakefield road, we travelled to Stockwell via the relatively new Northern Expressway, bypassing Gawler, and out on the Sturt Highway. Arriving just before midday, our hosts welcomed us to their comfortable dining room.

After eating and talking well, we were paid an "unexpected visit" by Santa, who, this

year, left the reindeer to graze and instead came in a S70. He commented how much more pleasant it was travelling with the exhaust behind him rather than in front. After being greeted with gifts, and a sit on Santa's knee, he departed to continue the rest of his rounds.

Our hosts, as well as a beautiful meal, provided an award to the member who brought along the oldest Volvo car. As there were two 1966 122s, this award was shared by owners Richard Bull, and Ralph Wildenauer.

Many thanks to Jenny and Bob Heineke for organizing the venue and the raffle prizes, well done.

We wish all Volvo members Australia wide season's greetings and a bright and pleasant 2014.



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#### Vice President

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#### Secretary/Treasurer & 1800-120 Magazine

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#### Events Directors

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#### NSW Representative

Guy Smith 02 4739 8127

#### Membership

Joining fee ..... \$5.00  
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*Download membership form from  
 Club website or email Secretary*

Life Members: Kevin & Margaret  
 Greenaway

118 Members

## President's Report

It's that time of year again, where I will get on my little soap box about maintenance.

Our cars are 40-50 years old now. Even using Volvo timelines, this means they are well past the date by which it was anticipated they would die.

So what kills a car? These days it is usually economics – that is, the car isn't worth repairing. As the values of our cars go up, and the availability of spares continues to improve, that line between death and resurrection gets further and further away.

I for one, want my cars to outlive me. I will achieve this if I do the following:

Follow a meticulous inspection process;

Keep a religious maintenance schedule;

House the vehicle(s) suitably.

It goes without saying that unless you can achieve the third item above, maybe you should not buy the car, or you should consider selling it. However, the first 2 are achievable if you have the third, without too much difficulty. All it takes is a little time, knowledge and some money.

I can attest to the above, as I have bought many cars now. It isn't hard to see when they are bought if they have had love and attention or not.....

Perhaps my cars are "over" maintained, but their failure rate is remarkably good.

And if you are like me, the maintenance is a lot of fun. If you are not, you'd better know a good mechanic. And I mean mechanic, not just a tech who plugs in an OBD before he has his first ciggy for the day.

Finally, this includes the use of your car. I don't see a lot of point to owning a great car, if it just sits there. Use it at least once a month for at the very least half an hour.

I trust the holiday season has been kind. Did VolvoSanta bring you anything nice.....?

**Until next time, Volvo for Life**

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



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Irv Gordon has just clocked three million miles on his red 1966 1800S but these two 1800s have done less than 3% of that. In other words they are in their infancy. The chances of these two reaching that huge milestone in the future and making it into the Guinness Book of records is zero. But just knowing that they can do that, gives you the confidence to drive your Volvo from say Sydney to Perth without any hesitation.

Back to our two cars. They are different. One is a manual with overdrive 1966 Pearl White 1800S coupe with twin SUs on a B18B engine, while the other is a 2 litre Automatic 1972 Sea Green 1800ES. I am not sure which one you prefer the looks of. The coupe or the ES. They both have the right curves here and there, (pay attention, we're talking cars here) and are very unique in design. The ES is most probably the best practical choice of the two to carry your golf clubs in, while the S is happy with the picnic basket and fold out chairs. The ES has more refined seating with headrests while the S model sports the retro Smith's gauges which everybody loves, whether they are accurate or not.

If you are looking to buy an 1800, then there are a lot more coupes to choose from than ES models, since Volvo made 39,407 coupes and only 8078 ES models. And with 400 plus coupes here in Australia finding a good one is not that very hard. But with only just over 70 ES examples to choose from, getting a good one in the colour that you like, might pose a bit of a challenge.

*Continued next page*

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# The 1800ES by Russell Hastings



I have owned several classic cars over the years and late in 2012 found myself in a position where I was ready to try another. I have always liked a sporty car as a second vehicle, eg MG, Cooper S, etc, so my attention gravitated to a Volvo 1800 mainly because of the styling and the fact that they are quite rare.

I preferred the shape of the ES. To me, the sculpted flanks combined with the elongated roof line, culminating with the radical, deep, all-glass tailgate just do it. I don't mind the fact that they lack scintillating performance. It may well have something to do with my becoming more mature (read: old).

So I came across the Volvo club website and contacted George Minassian for advice on the pros and cons of these cars and he obliged and said he would look out for likely cars. Meanwhile I spotted an ES advertised north of Brisbane. The price was within ballpark as they say and had had a full respray, looking very neat in the photos. I travelled up to look at it, full of expectations. Yes, the new paint was nice, but the cracked dash, split upholstery, faulty windscreen, holed carpet, assorted missing knobs, buttons, radio, engine running rough as guts, was not. Added to that was whatever sins the brand new paint was hiding. I'd read somewhere not to buy the first 1800 you see, and this car was the living proof.

Fast forward to 2013 and George called my attention to a car for sale in Melbourne which was on his register. Low mileage, auto, aircon, deceased estate. Sounded alright, so after various phone calls and emailed photos I decided to fly down and have a look at it. I am originally from Melbourne and have family there so the trip would kill two birds.

It seems a strange thing to say but I am glad I saw that first inferior 1800, it really brought home to me just how good this one was. And in the same ballpark.

Turns out the chap who had died had bought it from the original owner in 1977 and kept it garaged in Melbourne while he flew from state to state tending his business interests, returning for a weekend every few months (he was a bachelor you see). Hence the low 72000 miles over 40 years and the remarkably original interior in such good condition.



**Russell & Yvonne Hastings  
1973 Volvo 1800ES**

Type	1834362Y
Chassis No	3819
Engine	B20E
Colour	115-1 Sea Green
Interior	459-887 Tan
Extras Air Cond. and Steel Sunroof	

**The year 1973**

In Sydney, the Opera House was inaugurated after a building period of 19 years.

Skylab set a new space record. Three crews spent a total of 171 days on board a space station.



**1800 Production Numbers**

P1800 Jensen Series	6,000
P1800S 1963 Series	2,000
1800S Series 1964-69	21,993
1800E Series 1970-72	9,414
1800ES Series 1972-73	<u>8,078</u>

**Total Production** **47,485**

I couldn't resist, the deal was made, transportation to the Gold Coast arranged and the 1800ES now takes pride of place in my garage. Although a lot of maintenance had been carried out on it, a few jobs have needed to be done since I took delivery due to its years of sitting idle, such as stale petrol and rust in the tank. It is now running like new and I must say thanks to George for parts and invaluable advice.

My wife Yvonne and I enjoy the comfortable seating, smooth ride (compared to the Cooper S), oh, and the air conditioning is delicious.

On every outing it never fails to get at least one admiring glance and a comment like, "Nice car, mate." I can't help but agree.

*Russell Hastings*

## The 1800S *by George Minassian*



This is the third 1800 coupe that Vicki and I have owned since buying our first one in 1985. The car was advertised in the Sydney Morning Herald for several weekends in 1996 and I was very surprised that it had not sold. The car was on the register with full details and a reportedly very low mileage. It took a few phone calls to get an answer from the seller. Apparently being a Qantas pilot he was never sure of his shift and it seems that every weekend he put the advert in the paper he was called away on a trip.

I had been without an 1800 for a few months having sold my first one and written off my second one within three weeks of its purchase. (that is another story) And the garage had an empty spot. The owner of this white coupe promised to send me some photos (pre email and the www) by mail and described the car as not needing paint with the highlight being its original interior. Having received the photos I rang him and arranged to fly down to Sydney to buy the car.

As most of you know, as soon as you buy an old classic Volvo there is always things you might like to improve on even though the car looks like it doesn't need much doing. I replaced some rubbers and decided to pull the head off and replace the camshaft and followers to bring the car back to its 115hp spec. I have done other bits and pieces on it but it has remained mainly as it was when I bought it. Most of the interior is still original and although aged still looks very good. I had the bumpers chromed when I purchased the car and they seem to be still holding a good shine.

The car has been driven to a few club rallies over the last 17 odd years and it's not surprising to see Vicki at the wheel at those occasions. The longest trips it has had was the drive from Sydney to Tweed when I bought the car and the return trip to Sydney for the 50th anniversary of the 1800 held at Eastern Creek in 2011. Irv Gordon made the car 'famous' by sitting in the passenger seat for a short drive and said 'nice' while looking around the cabin.

I have had one James Bond moment when the oil pressure flexible hose decided to give up, spraying hot oil over the exhaust. A glance in the rear view mirror gave me a shock when I saw the white fumes spewing on the traffic behind me. Pulled over and stopped immediately since the engine would have been starved of oil in no time at all. So all you 1800 owners take note. When the car arrived home on top of a tow truck Vicki came rushing out thinking I had had an accident in her favourite car.

We still love and enjoy our coupe very much. It shares the garage with our 123GT and 142S, and it will most probably be with us forever.

*George Minassian*

**George & Vicki Minassian  
1966 Volvo 1800S**

Type	18335HF
Chassis No	19415
Engine	B18B
Colour	79-1 Pearl White
Interior	318-541 Black
Extras	Wire Wheels



**The year 1966**

Volvo introduced a new car on the market that was known as the 1400 in its design stages but now badged the 144S.

While a sporting Amazon called the 123GT was being built without fanfare in the second half of 1966.

**Road and Track Magazine**

***“A very civilized touring car  
for people who want to travel  
rapidly in style”***



**Car & Driver Magazine**

***“The outward appearance of  
the car expresses in smooth  
flowing lines the smooth flow-  
ing performance of the ma-  
chine”***

## Volvo 1800-120 Club Australia Inc.

Our AGM was held on Sunday 27<sup>th</sup> October, a delightful day to be taking out our classics. We decided to go to Moggill via the ferry, in hindsight we probably should have arranged to meet other members just before the crossing as it would have been a great photo if the ferry was full classic Volvos. Never mind, there was Jeanette Mouatt in her 1800 and David Claes with his 120 to keep us company on the 5minute crossing.

Forty members attended the meeting and lunch afterwards, a lot of discussion took place, if you weren't there, then join us next year! A big 'thank you' to Deb and Dave Korasz for opening up their home to us, and for preparing the lunch, also Maida Skaarup and Gaye Carey for the tasty desserts, and to everybody else who brought a plate to share.

Our club has 2 people sharing the 'events' role this year, it takes 2 people to fill Richard Brabazon's shoes!! Hopefully you will all attend the Volvo swap meet at Neil & Jenny Summerson's property at Peak Crossing (Qld) on Saturday 22<sup>nd</sup> February, BYO food, drinks, picnic chairs and anything Volvo to swap or sell. Also we are planning to have an Easter get together at Stanthorpe April 18<sup>th</sup> - 21<sup>st</sup>. Christmas in July will be held at Nymboida near Grafton (NSW) hopefully our club members who live nearby will attend this event. Any of our southern members who may be up here on holidays, please come along to an event, just let the organiser of that event know if you're attending.



**David Korasz  
1800-120 'class' Winner  
Bathurst 2013**



At the AGM meeting Peer presented me with a trophy to remind me of an embarrassing incident at Bathurst, on the way down to Corowa to the Victorian Volvo event, we detoured to Bathurst to do a few laps of the track which was a highlight of the trip for me. As we were coming down the straight run, Peer and Terry were on my tail so I put the pedal to the metal and was gaining distance from them, but it was not long before they were on my tail again and I couldn't let them pass me on the corner just before the finish line, so I put my foot down on the corner to keep them at the back where they belonged but as I took the corner with great speed I lost control of my 1800 did two 360 spins and ended up in the sand trap and losing the race, well that's what I wish had happened but sadly the truth is that when we first arrived we pulled up at the track for some pictures and I drove into the sand trap not realizing what it was and with the help of Terry, Peer and the track maintenance crew they pushed me out! Thank you for the trophy and the fantastic trip we all had.

**David Korasz.**

**Noisy Water Pump**

So you all read in the last magazine that my 1800 broke down on the way to Woodenbong, yes it did and they even put a picture in to prove it but it was my own fault for not properly looking after it. On the last few trips prior to the incident I noticed a noise but could not work out what it was so I let it go, and on that morning it had become increasingly louder. All was going well on the day until after we got off one of the bridges, I could hear a rubbing noise and I said to Deb I think I have a flat tyre, as I pulled over a loud squeal came from the fan belt. I turned off the engine and then the steam and water came out from the radiator. The water pump bearing had gone and the fan went through the radiator, I knew my day had come to an end and it was going to be a long wait until RACQ would get me home. I told Deb to hop into another car and continue the journey without me. Peer sent me some pictures on my phone of his lunch and a cold beer to help cheer me up and it did make me laugh as only a mate would do that. One new radiator, new water pump and a borrowed fan and it's back on the road for its next new adventure, it pays to fix things and not let them go as I found out the hard way. **Dave Korasz**



*Club members enjoying Sue's Cous Cous at the AGM  
See recipe below*

**Sue's COUS COUS SALAD from AGM**

2 cups boiling water, 2tsp chicken stock powder, 2 cups cous cous, 15gms butter, 1/2 cup dates chopped, 1/2 cup dried apricots chopped, 1/4 cup pine nuts toasted, 1/4 cup fresh coriander chopped, 1/4 cup olive oil, rind and juice of one lemon

Place stock in boiling water and pour over cous cous. Cover and stand for 5 mins. Fork through butter then add dates apricots pine nuts and coriander. Mix lemon juice and rind with olive oil and stir through salad. Cover and cool in fridge before serving.

## Woodford/Maleny Daytrip



The roll call on Sunday 24th November read as follows:

1964 1800S; 1964 1800S; 1965 1800S; 1965 122E; 1967 122S; 1967 122S; 1968 122S; 1973 1800ES; 1988 240GL; 1998 C70 T5.....later joined at Maleny by 1965 121.

All were present and accounted for, PLUS Bruce (don't ask!).

We departed our meeting point for a short half hour drive to CJ's Pastries at Woodford, home of the best sausage rolls - in the world.

Of course it wouldn't be a club event without something going wrong, and our first mistake was to elect Fangio to lead the pack.



With half the pack on the side of the road waiting for the other half (who had gone a different way and were in fact way in **front** of the waiting group) Fangio became the talking point at morning tea. Having recently air conditioned his modified 122, his complaint was that the car needed to be "driven" and that it almost had a mind of its own, waiting for no man...not even a Volvo.

The ten cars (+Bruce) then made our way up a very scenic mountain range to the magnificent Mary Can Cross Park at Maleny where our members enjoyed a delicious lunch, wonderful company and

## Volvo 1800-120 Club Australia Inc.

great conversation covering everything from repairs, upgrades, projects and wish lists to the sellers who are "dreaming" with the price they want for their cars.

Unfortunately a storm started to come in during the early afternoon and so the group disbanded rather quickly to try and avoid getting their precious darlings wet (that's the cars not their wives), with some members remaining and enjoying other areas of Maleny. Here are some photos of our roll call.



**+ BRUCE**

No Image

Available

He's NOT a Volvo!



## ***ROBERT'S REPAIR RAMBLINGS***

Greetings mechanical enthusiasts. You Southerners may bemoan us Queenslanders being soft, but it gets awfully hot driving around in a 120 or 1800.

Given the increased interest in air conditioning of late, I took it upon myself to investigate the prospect of an air conditioned 122.

Automotive A/C has always fascinated me, even since my first 242GT keep dropping its gas and refusing to blow cold.

The principle of A/C is ingenious. Due to the chemical properties of the compressed refrigerant, when its pressure suddenly drops, it gets very cold. It achieves this even though the ambient temperature is high.

**Air Conditioning System**



The install of the A/C to my 122 had 2 sides – The mechanical, and the electrical.

The mechanical involves locating a suitable kit of components, and then bolting them onto the car. You will also need a compressor mounting bracket and a double crank pulley. The bracket differs between B18 and B20. It seems B20 was designed with air in mind, as the bracket for B18 is much more complicated. The B20 one is a neat bracket that sits off the side of the block. (This is if you utilise a Sanden type compressor).

If you have an alternator, it will need to be mounted on the right hand side of the block, so there needs to be re-wiring and you must ensure sufficient clearance from your steering box.

The condenser installation is next. This will be tricky as the space is limited. You will also need to consider space required for the auxiliary fan, relays and fuses.



Your interior installation will require suitable mounting for the unit, in order that your passenger can still get in the car, and that your gearlever doesn't fowl every time you go into first or reverse.



I ended up designing a new electrical system to support the A/C with its own fuse box. There aren't many fuses on a 120 to play with. As I was already running fans for cooling, I decided to also employ them for condenser, but this needed a new actuating system.

Next edition of RRR – the Air Conditioner starts working....

# Club events for 2014

All events on website: [www.volvo1800-120club.com](http://www.volvo1800-120club.com)  
Events Directors: Gavin Janson and Maida Skaarup

## January

**Saturday 25<sup>th</sup> Dinner** 7pm at Kam Koon Chinese Restaurant, Springwood. (Fully licensed + BYO bottled wine only) RSVP to Maida before 17<sup>th</sup> January, email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

## February

**Friday 7<sup>th</sup> 2014 Dinner** Club car display 6.30pm at Munch Inn (Munchies),  
cnr Beaudesert Rd & Elizabeth St, Acacia Ridge.  
RSVP to Maida before 2<sup>nd</sup> February, email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

## February

**Saturday 22<sup>nd</sup> 2014 Swap Meet** at **Peak Crossing** from 10.00am to 2.30pm  
**BYO** Picnic or BBQ meat for Lunch, drinks & picnic chairs/table  
Meet at 8am at **Calamvale Hotel, Compton Road, Calamvale** to drive in convoy.

This is a great opportunity to have a swap meet of Volvo bits and pieces, parts, models, books and brochures. These items can be given away, sold, swapped etc.

Also – you can use Neil's hoist to check your car & discuss things mechanical.

RSVP to Gavin before 12<sup>th</sup> February, email [gavinjanson@yahoo.com.au](mailto:gavinjanson@yahoo.com.au)

## March

**Saturday 8<sup>th</sup> 2014 Dinner** booked for 7pm at Zafron on Brunswick (Middle Eastern, Persian)  
RSVP to Maida before 28<sup>th</sup> February, email [mia6587@bigpond.com](mailto:mia6587@bigpond.com) (**BYO alcohol**)

## March

**Saturday 29<sup>th</sup> 2014 Tech Day and BBQ** from 2pm until late at Volvo GLT Car Centre Workshop,  
7 Merritt St. Capalaba. For tech session, followed by Sausage sizzle.  
**BYO** own drinks & fold up chairs. Bring your car out for a run.  
RSVP to Maida before 15<sup>th</sup> March, email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

## April

**Fri 18<sup>th</sup> – Mon 21<sup>st</sup> 2014 Easter Special Event** at Stanthorpe.  
RSVP to Gavin NOW as motel rooms limited, email [gavinjanson@yahoo.com.au](mailto:gavinjanson@yahoo.com.au)

## May

**Saturday TBA 2014 Lunch** at Harry's diner, Windsor. Classic 1950s/60s dress theme  
Contact Maida [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

## May

**Sunday 18<sup>th</sup> 2014 Maclean's Bridge at Griffith University** Major Sports & Classic Car Festival.  
Please note: this event is no longer at Lakeside. <http://www.macleansbridge.com/>  
Please email Maida [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

## June

**Sunday 1<sup>st</sup> 2014 Mild & Wild Run with the Cobra Club** Meeting up for early breakfast at Hope Island and then a drive through the GC hinterland. email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

## June

**Saturday 28<sup>th</sup> 2014 Dinner** 7pm at Tandoori Village Indian Restaurant, Springwood. (Fully licensed BYO bottled wine only) RSVP to Maida before 14<sup>th</sup> June, [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

## July

**Sat 5<sup>th</sup>/Sun 6<sup>th</sup> Christmas in July** at Nymboida Coaching Station Inn (near Grafton NSW)  
<http://www.coachingstation.com/>  
email club member Jeanette Mouatt ASAP as rooms are limited [jetty1412@hotmail.com](mailto:jetty1412@hotmail.com)

# VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 122S (1963)  
OWNER : JASON HALE (Suncoast Volvo)  
TYPE : 12234 HF  
CHASSIS NO : 136242  
COLOUR : 67-1 (BLUE)  
UPHOLSTERY : 147-224 (BEIGE VINYL)



Who said that profiled vehicles had to be pristine and shiny?

Well this car ain't.

And it further makes my point about the importance of maintenance and suitable cover. Apparently, this car has lived for about 30 years in a paddock outside Gympie. Jason often spoke about the car to me when I visited his (excellent) workshop.

He eventually acquired the car recently. It is an utter basket case. You can put your finger through the boot lid. The dashboard has melted from being exposed to the hot Aussie sun for so many years. The paint is completely stuffed.



Yet, as a testament to fine Volvo engineering, the motor still turns and so do the wheels. There are usable parts. The grille in front of the windscreen was still in excellent shape (before I snaffled it for one of my cars). There is a complete interior. I would bet the gearbox and diff just need an oil change.



For the time being, the car is just going to sit. It has had its day. Look after your 122, lest it end up like this one.....

## 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 \$40 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:.....

## NEW MEMBERS

Adam Murphy 122S  
 Frank Jell 264  
 David and Jaye Claes 122S  
 Lyndon Moore 122S  
 Russell and Yvonne Hastings 1800ES  
 Irene Barrera 1800ES



## VALE

### Gregor Dickinson

As this goes to print, we are saddened to hear of the passing away of our long time Club member Gregor. Our thoughts go out to his wife Audrey at this sad time.



# Volvo Car Club of NSW Inc.

## President's Patter



A very big thank you for your ongoing confidence in me as President of our Club for another year. As always the voting was very close and I just managed to scrape in.

Thanks also to the outgoing committee and welcome to the new committee that looks very similar to the former save for the new member Syd Neale who is taking over as Treasurer.

Mike Mitz was quite happy to relinquish the treasurer role as the demands of his job mean he is often out of town. Mike is very happy to contribute his technical know-how.

Our club has had a great year, so congratulations and many thanks to all Club members who made their contribution to the success of this year.

Many new members have joined and participated in club activities.

All of us who attend the monthly meetings enjoy the social contact and the lively chit-chat that precedes and follows the meeting.

The monthly events program saw some new and thoroughly enjoyable outings that are a definite repeat for next year.

Innovation is always appreciated and thanks to Mike and Brendan for their contributions to the web page and Show and Tell.

Just a small mention about your committee. "We are only human". We can and do make mistakes and omissions. Please do not be too hard on us - a 'gentle' message of help and support is more preferable to a harsh phone message pointing out our omission or mistake. We do get better than 90 % correct.

We lost members and friends this year: Cecil Masefield, Roger Pearson and just recently Gregor Dickinson.

Sadly missed by family and friends.

I know every member enjoys the now full colour 'Rolling' Volvo Clubs' magazine. What we really want is more contributions from members. In this new digital age it is very easy to photograph car projects you work on or places you travel to. Let us have them and a bit of blurb and we can massage it into copy for the magazine.

By the time you read this I hope you have had a safe and happy Christmas and the New Year 2014 is good for us all. I look forward to a challenging and enjoyable New Year 2014.

**Happy Volvoing**

**Ted Warner**



## Committee 2013



**Affiliate of the  
Council of Motor Clubs**

### PRESIDENT

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tw@firstneon.com.au

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hollymist@bigpond.com

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&

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

## Monthly General Meetings

### Greyhound Social Club

**140 Rookwood Road, Yagoona**

First Wednesday of every month from  
February to December.

6pm for a social dinner, and 8pm meeting  
start.

Call Jules on 0409 161 357 if you get lost or  
are uncertain of where we will be.

# Valé Cecil Masefield

## 11<sup>th</sup> August 1943 – 25<sup>th</sup> October 2013



Cecil was one of our very long-standing Volvo Car Club members. We all looked forward to getting together with him at Club events over the years. Jan and I particularly remember the annual Motorfest in the city on Australia Day being even the more memorable because he always brought with him a quantity of the most delicious iced coffee that he insisted we share. Those club members who knew Cecil will cherish the memory of his generosity and caring, gentle nature.

Cecil is 'famous' for his featuring in the centerfold of Australian Classic Car magazine with his beloved Volvo 121. Yes it was a very early model with drum brakes on the front and a single carburetor. It was made even more famous by the plethora of badges fixed to the front grills.



(source Aust Classic Car)

We must admire Cecil's courage and determination to not let his sickness defeat him and he fought bravely to overcome its terrible drain on his strength.

Cecil passed away on 25<sup>th</sup> October 2013

The battle is over and he is at peace.

On behalf of all of our members we send to Cecil's family our sincere condolences on this very sad occasion.



Here is a picture of Cecil and Sherryl with their Volvo 121 at the Berry Rally in 1999.

Cecil's family asked if the Club could provide a number of Volvo 122s as part of the funeral cortege. A sincere thanks goes to Graham Jeffrey, Uwe Clasing and Chris Bennett for providing their cars. We were all very honored to be asked by Cecil's family to have my car and the other three 120s lead the procession.

We owe a debt of thanks to Graham Bennett who has been regularly visiting Cecil and keeping everyone informed of his condition.

Farewell good friend.

**Ted Warner**  
**President.**

# NSW Club Social Calendar



**2014**

**First Event of the Year**

**The Show 'N' Shine**

**Sunday 16th February 2014**

**There is a change of venue for this event.**

The event was originally to be held at the Dural Country Club. However, it has now been moved to the Hills Lodge Hotel at Castle Hill.

The Hills Lodge has been chosen as the venue for the National Rally in August 2015 and the Committee thought it would be a good idea to host the Show 'N' Shine there as a dry run, so to speak. Check it out and see if we have picked the right venue for the Rally.

The hotel has offered a really good menu for a buffet lunch at the Show 'N' Shine at a cost of \$28 pp.

- \* Caesar Salad
- \* Potato Salad
- \* Greek Salad
- \* Bread Rolls
- \* Cold Cuts & Antipasto
- \* Hoi Sin Chicken with Hoiken Noodles.
- \* **Or** do a Beef Stroganoff with Rice, Pumpkin & Sage Ravioli – Vego Dish
- \* **or** a Vegetarian Lasagne
- \* Individual Pavlovas with seasonal fruit & cream.
- \* Tea & Coffee & chocolates.

Sounds pretty good for the price, and, having dined there on several occasions I can attest to the quality of the food.....YUM.

**The rest of 2014 will follow along the following lines with all the details yet to be confirmed.**

**Make sure you keep an eye on the website, and I'll also email out more details as they come to hand.**

**Mar** Blue Mountains: Give back to the community day.

**April** Eling Winery

**May** Bundaree? Air-Walk

**June** Avoca Beach

**July** Christmas in July in Mudgee

**Aug** Shannons Syd Classic (16&17)

**Sept** Bathurst Run / Weekend

**Oct** Clayton's Show & Shine

**Nov** Kembla Grange Races

**2014 Christmas Party**

**6th December**

I have booked the club again for the 2014 Christmas Party. I booked early to ensure we have the Sapphire Room again and I managed to get it for a week earlier.

Next year I will ask them to change the room around slightly so that our Kris Kringle and prize tables are closer to the action and our dinner tables will not be so spread out. I felt a little isolated from everyone the way it was laid out last Saturday. Let me know what you think as well. I'm happy to take ideas for a different theme next year so email your thoughts on the above to:

[hollymist@bigpond.com](mailto:hollymist@bigpond.com)

**2015**

**National Rally 2015**

**15th & 16th August 2015**

**This date may change depending on availability for the Shannons Sydney Classic at Sydney Motorsport Park.**

Make sure you put this event in your diary NOW!. The NSW Club will be running a national rally in August in conjunction with the Shannons Sydney Classic. It will be a huge weekend. We are inviting guests from overseas and interstate, and yes; Irv Gordon is set to come along again. He had such a great time when we brought him out from the US for the P1800 50th that is keen to come back again for the 2015 Rally

Gerry Lister is heavily involved in the planning and to date we have talked about some great stuff for the Saturday to keep our interstate and overseas visitors entertained. As more information comes to hand we'll let you know all about it so keep an eye on the website and your email In-Box.



## Model Gurus

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

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

# The Yuletide Knees Up

Knees up ! Well, not really. I don't know how many good knees we have between us these days, but we managed to overcome any 'infirmities' and had a great time anyway.

Everyone was so keen to get going that they began to arrive while hubby and I and Syd & Dani Neale were still setting up the room.....definitely an "Oh s#++" moment, but a few of the gang pitched in and we got it done in record time. We held our 'do' at the same venue last year, but this year we had a bigger and better room.....as you can see from the pics; it was pretty swish eh?

You can also probably guess from the photos that we decided on a theme this year.....Hawaiian. The food was good and plenty of it; really nice Buffet and especially the Christmas Pud....everyone's favourite.

However, we couldn't convince the chef to make some Poi.....probably didn't have the recipe I would think. Have you ever tasted it?? Believe me it's definitely an acquired taste.

We had a great night, but unfortunately this year, bevaucse of the cloud cover we didn't get the beautiful sunset that this part of the bay usually sees. Never mind.....there's always next year.



What, can't find a chair guys?



Kris Kringle Korner



Finally found some chairs at last eh?



Prizes galore...



# The Yuletide Knees Up

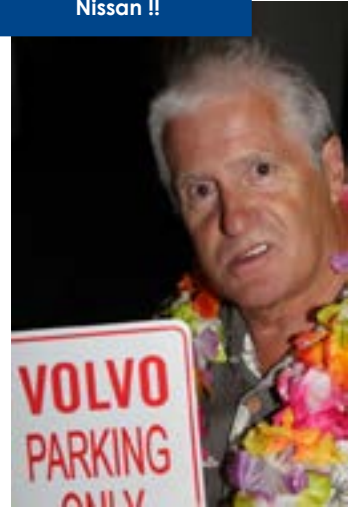


I think Phil likes his pressie !!



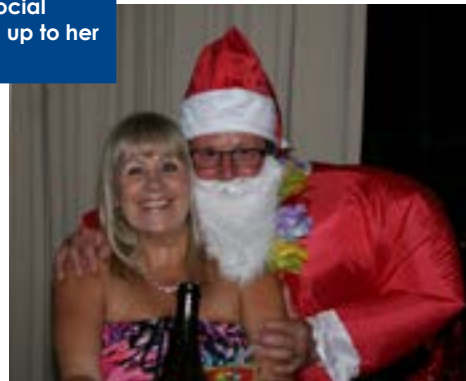
Santa & the stand-in Elves

Damn, I'm in the Nissan !!

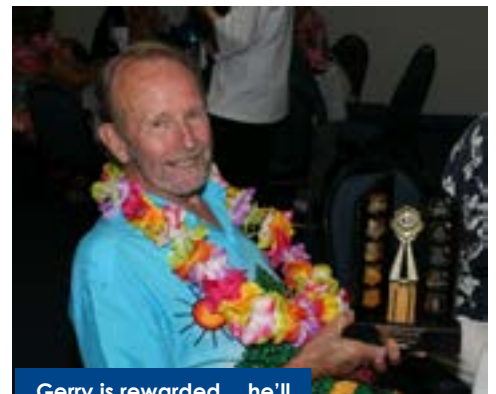


Dolly's discovered who Santa really is...but will she keep his secret???

Dani our Social Butterfly....living up to her title...



Triple trouble....for sure !



Gerry is rewarded....he'll be earning it soon!

Dani got one too.....an award that it!



Santa seals it with a kiss....awwww how sweet.



## News & Views

### Evolutionary or Revolutionary ??

#### I mean, why would you want to ??

A completely unique car built by Wiman Coachworks in Sandviken.

- Front Saab 900 Turbo,
- Rear, 70 W, Volvo 855
- Nearly 1,000 hours of work to get the car on the wheels again. Probably the only remaining copy of this particular model. Mileage unknown .
- Paint Ford Focus RS Pearl Metallic Orange



### Important Notice - Emails

If for some reason, you have an email address and you aren't receiving emails from us please, firstly, let me know and secondly, because I usually send out broadcast emails to all members, which is a list of approximately 80 people, it could be that your computer is treating it as SPAM or junk mail. What you need to do is check your "junk mail folder" and if you find one in there you need to:

1. **Right click** on the message in the junk mail folder.
2. Click on **Junk-email**
3. Then click on **Add Sender to safe senders list**.

Provided your email address is current, this should fix the problem.

Jules

### The Show 'N' Shine - 16th February 2014 - This is the Hills Lodge



## A Day at the Races Sort of Ted's Tips

Many thanks to Stuart and Pat Allsopp for organizing the trip to Kembla Grange for "Our Day at the races".

Now for Jan and I this is in fact the second time we have been to the races – the first being the last time Stu and Pat organized this event.

Well this time all the girls got out their "fascinators," plonked them on their heads and off we went. There was some doubt as to whether the race would be on, or so we thought as even we know that horses don't swim all that well and enough rain had fallen to ensure most of the Southern Coastal areas would have been under at least 9 metres\* of water.

(this is a cynical reference to T\*\* F\*\*\*\*\*y – a climate scientist who proclaimed we would never see dam filling rains again AND most of the coast of Australia would be drowned due to the ice caps melting)

Well adjust my tappets – even though the weather was a tad inclement – the race track was fine AND the horses found no trouble running around the course – track thing. No 9metres of water!

We all managed to arrive at the track even though the TOMTOM (weird name ) advised us to turn right when we could see the track to our left – we had the "Pymble Wizard" confused though as he was relying on Jan and I to know where we were going – YEAH YEAH – already.

On arrival the troops delved studiously into the form of each horse under the tutelage of Stuart .

We discussed the horses' previous form – wins, places – colour of cap and blouse – colour of horse – if it had a nice name and in the end listened carefully to what other people were betting on.

Here is a picture of the crew hard at work studying the form – the form for those of you who don't know is a little book Stuart gave us.



You can see Harold desperate for advice – Arthur and Judy are right into it – and Gerry and Margarita had their own system – they even brought additional data in the form of the newspaper – serious stuff. Mike and Maria – well they had a secret system.



Ray and Lorraine were offering bribes for any sort of info they could get their hands on .



## A Day at the Races Sort of Ted's Tips



Hettie and Kevin won – winners are grinners – amazing what a \$3.50 win can do for one's enthusiasm. Well it got them one chip and a glass of bubbly – pretty dam good I reckon.

Anyway the races moved on – some winners some losers – but sadness descended on Jan and myself when the put-your-bets-on-lucky-lady to whom we had been giving our money advised us that she had made an error and placed our bets for the #4 and #5 horse in the 4<sup>th</sup> race – on the wrong race course. What tha! I said. How can this be? Hours of study had led us to this conclusion – some serious money was on these horses – at least 10 bucks – and it was on some nags at Caulfield – wherever that place is. She couldn't reverse it and being the terribly nice people that we are – we said "just let it ride" get it – "ride"

Well plait my withers – the 5<sup>th</sup> in the 4<sup>th</sup> at Caulfield won and paid \$18.50 and we had it for a win and a place !! We won about \$120.00 !!!

The next photo is of Jan showing off telling Arthur and Judy how to study the form even at other race tracks – doesn't matter!!



There were real horses there and everything. What was that about "winners are Grinners!!!!



This is definitely an event for next year Stu and Pat –

We did get a bit wet but all who attended had a fun time – and isn't that the point of it all.

See you 'round the tracks'.



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

Hi All,

Well, that's another one done and dusted, and it was a great year for the Club.

We've been back to Spud's place.....we're hogs for punishment I guess, had a great lunch at the beautiful Avoca Beach.....that's a revisit for 2014 as is the run up the Mountain to Bathurst, and topped it off with the Christmas Party and a few other bits and pieces in between. So bring it on 2014 we're ready for you.



*On a sad note though we lost one of our much loved members, Cec Masefield. Cec was not just a man who loved his Volvo he was a gentle man in the truest sense of the word. Cec was always up for a laugh so I know he won't mind if we share a few.*

*We miss your enthusiasm and your happy smile Cec.*

*Bon Voyage for the journey home.*

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



**Ain't that the truth..... All you cat owners will know what I mean.**



### **Car Manufacturers Merger.....Ford purchases Volvo**

The recent purchase of Volvo by Ford has prompted Ford to change its name to reflect its new Scandinavian. The new name will be **Fjord**.



**I mean, what else do you need ?**



### **Paddy & Mick are at it again.....**

One summer's evening Paddy & Mick are on their way to the pub for their usual drink.

"Oim a bit tired tonight," says Mick. "Oi tink I'll just have a little lie down in this ditch and have a little sleep. You can wake me up on your way home later."

"Roight, you are," says Paddy, and they separate.

At the end of the evening, Paddy comes out of the pub and starts walking back to collect Mick from his ditch. He hasn't gone far when Mick rolls up beside him driving a big shiny Volvo.

"Where did you get that lovely car from?!" asks Paddy, astonished.

"Well, I'll tell you. It was loik this," says Mick. "There Oi was lying in the ditch having a nice snooze and Oi had just turned over onto me other side when up drives a lovely lady in her nice new Volvo and asks me if I'd like to come for a drive with her. Well, Oi thought, why not? It's a lovely evening for a drive. So in Oi got. She drove along for a bit and then turned off into a field. She got out of the car, took off all her clothes and said, "Take what you want!" So Oi took the Volvo.

"Ah, well," says Paddy. "You did, right, Mick: the clothes probably wouldn't have fitted you, anyway."



# Classifieds: Cars and Parts

**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!** 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

**VIC CLUB STICKERS** Not many left! 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 Greg Sievert to purchase.

**2000 PHASE 2 V40** MY2001 2.0L T4 SE 5-speed manual silver wagon. \$5050. **MUST GO - OFFERS WELCOME** - near Brisbane. Six airbags, ABS disc brakes, cruise, A/C, electric windows, leather seats and 2 raised ones for children. Extras include electric factory sunroof, Volvo tow-bar and a luggage cage. Interior & exterior in good condition; ding in rear right fender. Regularly serviced by GLT and registered 'til end March 2014. Selling after 8 years enjoyment to make room for an older classic Volvo. Call 0412661982



anytime for more information and photos or email lacima3sails@gmail.com

**122S PARTS** Original 122S radio that is going, and two re-upholstered front seats in red also from 122S. All in great condition. Will except good and fair



offer. Contact David on 03-5472-2005, 0419330389 or email david@carbonpeople.com.au.

**1986 740GL** Exceptional all round condition. Silver with red velour trim. 2 owners. 170,000 klms. Full service history. New Continental tyres. Alarm. Currently on club plates. \$3600 with RWC. Contact Steve 0411 818 799.

**B18 & B20 ENGINES & DIFFS** We have a number of engines and diffs for sale (too



much to list in the magazine - see the club website [www.volvovic.org.au](http://www.volvovic.org.au) - and click on Marketplace - for full details). Contact John Fleming in Blackburn, Melbourne on (03) 9877-7754 or email oldercarrepairs@bigpond.com

**MULTIPLE CAR COLLECTION FOR SALE!**

1) 1971 164E. 4spd manual, repainted metallic light blue, late 760 alloys, narrow bumper/flush door handle model. Very good appearance and condition, non standard interior (360 GLT front seats). \$1500.

2) 1974 144 deluxe. B20F/ auto, both

recently rebuilt, very clean leather interior, tidy exterior, metallic bronze paint "gone off". \$1000.

3) 1970 142S SOLD

4) VAUXHALL Type 10. Holden body not Vauxhall of England, unsure of year, 1940-1948. Body is off chassis and on "dolly" frame. Chassis and running gear cleaned and primed. 2 engines + transmissions. Body is complete with full original interior still installed. A rare car but we do not have the time to finish it. \$1000.

All cars and parts, except rusty 142, are and have been in continuous lock up shed storage. Call or email for further information and/or photographs.

David & Glenys Bennett. 0418-894-380. Email glendavidauto@bigpond.com (South Australia)

**1998 V40 T4** Manual, only 138k km!

Metallic green with full leather. Volvo BBS-style wheels, new front tyres, sunroof. Has all books and near up-to-date. Great



driver's car - always run on premium 98 octane. Rego due but can work something out. \$6990 with RWC. Contact Mark 0403 814 545.

**2000 S40 1.8 SE** Manual, 215k km.

Metallic blue with part cloth dark interior. Radio with CD stacker, alloy wheels. Had previous bonnet work done but badly painted. All books. Great cheap first car! Long rego and P-plater safe. Economical to run (8.5 L/100 approx). \$2950 with RWC. Contact Mark 0403 814 545.

**NEW RADIATORS AT VP TUNING**

New in our program are high quality alloy radiators for Volvo 850 X70 -'98, 940 X90,



P2 S60, V70, R. Good improvement over the stock radiators with plastic side tanks which can cracked over time. These are manual gearbox only so far but automatic version will be soon available. Call Mark on

0403 814545 for the latest pricing.

**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](mailto:sales@whitewallsaustralia.com.au). For any further questions call Lachy on: 0417 554 190

#### **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 website [www.inscribe.com.au](http://www.inscribe.com.au) and ring Chris Calleja 03 9465 7631 or email [chris@inscribe.com.au](mailto:chris@inscribe.com.au) for pricing/details.

#### **ATLAS WHITEWALL INSERTS.**

These white wall inserts sit roughly 4.5cm from the rim of the tyre. Several sets available in 16" 15" 14" and 13". \$120 per set. Call Lachy on 0417 554 190 or email

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

**1986 740 GL** Exceptional all round condition, Silver with red velour trim, 2 owners, 170,000kms, full service history, new Continental tyres, Alarm, on club



plates and with RWC. \$3000. Contact Steve on 0411 818 799.

**B20 ENGINE** with aluminium Repco Head. Very rare. Currently dismantled for inspection, and has had substantial reconditioning. Contact Terry King 02 4441 6317, 0405 479 906, or email [dominatorenines@hotmail.com](mailto:dominatorenines@hotmail.com)

**AUCTION CLEARING SALE** To be held 1st March - 2-6 Bear Street, Inverloch VIC. Viewing from 10am, auction at 11am. Lifetime collection of Volvo cars/parts, antiques & collectables, farm tractors and machinery - you name it! Volvo club member selling collection due to health concerns. Short list of Volvos and vehicles: 242GT, 164 race car with new gearbox, 164 on gas for restoration, 264 with good V6 (heads done), engines, spare parts, brand new 122S genuine Volvo shockers, brand new RH side Volvo 122 grille in Volvo packaging, hub caps, wheels, too much to list. Also completely restored (as new) Mercedes 350SL V8 convertible (plus hard top); late-model Mercedes C180, numerous farm tractors and machinery, gold panning and prospecting gear, mud brick making forms, blacksmith tools. Much more! Items to be sold at auction only (not for sale beforehand). Please ring Gordon (03-5674-1354) after hours for more information.

**MEMBERSHIP FORM** For a copy of the Volvo Club of Victoria membership application form, please see the club website: [www.volvovic.org.au](http://www.volvovic.org.au)



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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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