

ROLLING

AUSTRALIA

NO.213 MARCH/APRIL 2014



VOLVO CLUBS MEMBER MAGAZINE

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ROLLING

Rolling Australia March/April 2014, Issue 213

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Front: Volvo's new S60 V8 Supercar at its Sydney Debut. Source: Volvo Cars
Rear: Chris Bennett's P1800 at Kissing Point

Victorian Events Calendar

March

5 (Wed)

Special General Meeting - 8pm

Special General Meeting to vote on ratification of the club's new association rules. We'll also have guest speaker chiropractor Kieran Whelan to give us some tips on how to properly sit in our car seats for the best posture. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

16 (Sun)

Club Run Herb & Chilli Festival

125 Quayle Road, Wandin. Contact Greg Sievert (greg.sievert@gmail.com, or 0401 713 595) ASAP if you're interested so we can arrange a meeting point and enter together. Entry is \$22 per person. More info at www.herbchillifestival.com.au

30 (Sun)

Volvo Club of Victoria Annual Display Day

Held in conjunction with the Classic Showcase - 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. For more information, see the website: www.aomc.asn.au/B&Eshow14.htm

April

2 (Wed)

Night Meeting, 8pm

Guest Speaker: Shannons Insurance.
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

6 (Sun)

Gippsland Vehicle Collection 10th Anniversary

10th anniversary open day at Gippsland Vehicle Collection (1 Maffra-Sale Rd, Maffra). See www.gippslandvehiclecollection.org.au for more info. Not an official club run as such, but would be a good day out if you want to take your car for a drive and check out the museum and festivities.

13 (Sun)

Monthly Club Run - Scoresby Picnic

National Steam Centre, 1200 Ferntree Gully Rd, Scoresby. From 10AM onwards. BYO picnic lunch or light BBQ lunch available at reasonable cost. Free tee/coffee. Free entry. Contact Greg Sievert (greg.sievert@gmail.com, or 0401 713 595) if you're interested and we'll arrange a meeting point so we can enter as a group.

May

7 (Wed)

Night Meeting, 8pm

Guest Speaker: Presentation by Narva on correct globes to use and battery chargers.
South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

16 (Sun)

Monthly Club Run - Cavalcade of Transport

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

President's Prattle

We are well into 2014 as I write this report with a very warm Victorian summer (which we have not had for a few years). Car air conditioning was a great invention and almost a mandatory option. I know someone who may disagree and believes a wound down window is all that is required! The first 2 events in January were fairly well attended with 8 cars at the Great Australian Rally in Mornington and 6 cars at the Australia Day Display in the Domain plus some members coming along to look at the display and admire the classics on display. It is interesting to sit back and watch the passing parade of the public looking at the cars and taking photos with the 1800 series attracting the most attention although the PV544 also has its share of admirers.

The first night meeting was well attended but unfortunately the guest speaker was an apology at the last minute. Fortunately, Doug took the floor and explained the "new" rules for Club Incorporation which are on the web page and will be voted on in March. This is the first update by the Government's Consumer Affairs Dept in over 20 years. Our Club like most Clubs have just inserted the necessary relevant information for our club into the Model Rules. The committee is working on the Calendar of Events for this year to ensure variety and interest for the members and I look forward to seeing more members at the meetings and events.

Volvo enthusiasts can rekindle their interest in Motor Racing with the return of Volvo and their entry into the V8 Supercars with an S60. We wish the Garry Rogers Motorsport team all the very best for the year.

The 30th of March is the Club's Show and Shine at the RACV Showcase (Flemington) which includes the Japanese Motoring Show, ensuring a wide variety of interesting cars. I look forward to an excellent roll-up of Volvos of ALL models as we have been lacking in some of the earlier cars of late [122,140 etc].

Lance Phillips



242GT & 262C Register

It is pleasing to see there is continuing interest in the 242 GT and 262 Bertone Coupes. It appears that project cars sell very quickly as opposed to cars in good condition. I am not sure why this is as a "project car" could end up costing more than a "drive away, no more to pay" car. The good thing though is that cars are not being crushed as that would be a sad state of affairs.

My 242 GT had an outing to the Great Australian Rally in January along with Thorben's GT and Doug's 262C. The other

cars on display were the 1800 models of John, Walter, Greg, Steven & Daniel along with Len in the 544. Gerard took some great photos of the line-up.

The air conditioning in the GT was losing its cool so I had it serviced with a gas called Minus 20. This gas is suitable for older cars with pre-R134A systems. I am very happy with the outcome although a little more expensive than R134A but worth it.

A "collector" of sorts in Adelaide has a big yard full of cars which looked like they

were parked and never used or moved. They were slowly deteriorating into rusty piles which was quite sad really. In this collection were six 242 GTs, three 262 coupes and two 242DLs amongst other Volvos and makes. Photo enclosed of a rare (in Australia!) LHD GT. I am sure Craig in Adelaide will keep me updated on the future of this collection.

I still need your story on your GT or 262 for this column.

Lance Phillips

The Editor's Desk

Endless Summer

For those of us in Victoria, it's been somewhat of an endless summer of hot weather. The lack of rain of course means it's a bit easier to keep the cars clean, unless you're using tank water which is probably getting low like ours! For those of us with A/C in our cars and homes, we're the lucky ones. Imagine being stuck in an older uninsulated home on one of our 43-degree days?

For me, summer has meant it's time to do some maintenance and repairs on the cars. The C30 was suffering with a "check engine" light intermittently and the fuel usage on the trip meter was showing

about 10-15% better than my calculations using the km and litres at fill-up time. I eventually diagnosed it as being a faulty fuel pressure sensor in the fuel rail. Thank you Heino for giving me one of the Bluetooth OBD2 port readers, which made it much easier to identify. A web search showed this to be a fairly common issue on many of the Volvos with this Bosch pressure sensor. After replacing the sensor, the fuel consumption on the trip meter is now within 1-2% of my fill-up calculations again.

The 1800ES has been running fine, and we took it to the Mornington display and the Australia Day display. When I got it home, I parked in the driveway to dust it



down before moving back into the garage and putting the cover on. When I went to move it into the garage, the starter just went "clunk" once and no start (and not that rapid "click-click-click" you usually get when the battery goes flat). I thought the starter may have gone out, as the battery was still showing 12.8 volts. After quite a bit of checking of wiring, fuses, etc. I decided to pull the battery out and have it checked. Turns out that even though it had full voltage, it had "zero" cranking amps. A replacement battery resolved the issue and it's back running fine. The old battery was vintage 2002, so I guess I can't complain! Fortunately it wasn't the starter, and I'm glad the battery died in the driveway, and not on the road!

We drove the 1968 145S for the first time in over a year. It had been stored at a fellow club member's house until he recently moved. We picked up the car and brought it home for a few weeks, and I swapped out the wheels and tyres with the old set I had previously on the 1800ES. I took it for a drive and had a "thump-thump" noise from the LH front tyre. When I got home, I thought I saw a crack in the tyre, so I figured the tyre must have been bad due to age or sitting. When I went to remove the wheel, I discovered I had forgotten to tighten the lug nuts on that wheel - OOPS! I usually do up the nuts by hand and run them up with my electric drill to a low torque, then I go around and do a final tighten with the torque wrench. Guess I just missed that one with the torque wrench. There's a first for everything! After thoroughly checking the 4 wheels again, a test drive showed everything was fine. Wayne subsequently drove the car over 200 km up the Hume Freeway to its new storage location near Wangaratta, with no dramas.

If all goes well, by this time next year we should be moved into a new house out in the country, with a large as-yet-to-be-constructed shed/garage for car storage. I'm looking forward to being able to move around in the garage and have plenty of room to work on some bigger projects.

Be sure to check the events calendar, and if you do one thing in 2014 please attend the club's big display day at Flemington on the 30th of March. We're still looking for members to help organise club runs as well as guest speakers, so if you have an idea, please let Lance or another committee member know.

Regards,
Greg



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. 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 & Greg Sievert.

Fifth generation Volvo Ocean Race Edition

Volvo Cars is celebrating the upcoming 2014-2015 Volvo Ocean Race by presenting another special edition of sailing-inspired cars. The fifth generation Volvo Ocean Race Edition, which

includes the Volvo V40, V40 Cross Country, V60 and XC60, will be launched at the 2014 Geneva Motor Show.

Welcome New Members!

John & Faye Isaacs
C70 T5

Steve & Veronica Carter
242GT

Geoff & Pat Olsen
240GL

Anthony & Yvonne Peace
144

Paul Saville
164E

Robert & Ruth Arkley
240GL

Lucy McMahon
245

Joshua Clifford
S80 T6

As of the 10th of February, the club has 256 members, 14 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

Treasurer's report

The club's bank balance on 8th of February was \$9278.85. The main expenses and income since the last magazine were related to club magazine printing and postage. For any questions, please contact Adrian Beavis on 0402 203 437 (AH)

What's wrong here?



Can you identify what's going on here? What's the Volvo model and what's going on in the photo? Hint: taken at Voldat Automotive!

Magazine Postage (ALL CLUBS!)

Please contact the Editor, Greg Sievert, 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). If you're not a member of the Victorian club, please also let your club's membership secretary know of any address changes/corrections.



News and Events



Volvo S60 V8 Supercar makes its debut in Sydney

Volvo Polestar Racing has unveiled its Volvo S60 race car that will debut in the 2014 V8 Supercars Championship by driving it across the world's most famous 'coat-hanger' – the Sydney Harbour Bridge.

After months of speculation, the distinctive Valvoline-liveried Volvo S60 V8 Supercar made its way across the Bridge and into Sydney's CBD to an official presentation overlooking the Sydney Opera House.

Joining team naming rights partner Valvoline on the Volvo S60 are Volvo Car Financial Services, Volvo Trucks, Cummins, Hexis, Freem, Browne & Co and Clingtape.

Volvo Car Australia Managing Director Matt Braid was joined by drivers Scott McLaughlin and Robert Dahlgren, team principal Garry Rogers and Polestar owner Christian Dahl to present the race car to the media.

"This is an historic day in the history of Volvo Car Australia," said Matt Braid. "As the first luxury car manufacturer to enter V8 Supercars with a factory team, we're

delighted to reveal our Volvo S60 race car to meet the challenge of the world's toughest touring car series and strengthen the presence of the S60 model line – and Volvo brand – here in Australia."

Utilising the resources of Volvo, Polestar and GRM, the Volvo Polestar Racing S60 V8 Supercar has been designed and built to V8 Supercars' 'Car of the Future' regulations. These regulations include 18-inch wheels, transaxle gearbox and independent rear suspension (see specification details below).

"This is a significant day," said Christian Dahl. "Polestar has been Volvo Car Group's global performance and motorsport partner since 1996, and has campaigned Volvos in the World Touring Car Championship, the European Touring Car Championship and, currently, the Scandinavian Touring Car Championship. To that end, we're looking forward to the challenge of the V8 Supercar Championship."

Volvo Car Australia has a rich heritage of motorsport in Australia, dating back to the 1960s, and posting some notable milestones, including winning the 1986 Australian Touring Car Championship with Robbie Francevic in a Volvo 240T.

Last year marked the 15th anniversary of Volvo winning Australia's most famous race, the Bathurst 1000 in 1998 with Jim Richards and Rickard Rydell in a Volvo S40.

Indeed, some of Australia's greatest names in motorsport have tasted success with Volvo including John Bowe and Peter Brock.

Garry Rogers commented:

"For all the GRM staff it is incredibly satisfying to see the next step of all the hard work and energy they have put into designing and building the Volvo S60 V8 Supercar over the last 12 months.

"During this process, this same group of workers were also responsible for the preparation and running of our 2013 V8 Supercar Championship cars, so it makes



me extremely proud to be surrounded by such a never-say-die group. We cannot wait to get on with the racing."

With the first race at the Clipsal 500 fast approaching at the end of February, testing of the Valvoline Volvo S60 continues apace, with the official V8 Supercar test day taking place at Sydney Motorsport Park on 15 February.

Volvo S60 V8 Supercar technical information

Vehicle: Volvo S60

Engine: Modified Volvo B8444S (see below)

Transmission: Control Albins ST6 6 speed sequential Transaxle with integrated spool differential

Front suspension: Double wishbone suspension, adjustable damper and cockpit adjustable front anti-roll bar

Rear suspension: Control independent rear suspension, adjustable damper; cockpit adjustable anti-roll bar AP Racing 6 piston caliper, 395mm ventilated discs

Brakes: AP Racing 4 piston caliper, 355mm ventilated discs

Wheels: Control Rimstock 18" x 11" forged aluminium

Tyres: Dunlop control tyre

Weight: 1410KG (includes driver)

Top speed: 298+ km/h

0-100 km/h: 3.2 seconds

Steering: Custom rack and pinion power assisted steering

Shocks: Öhlins TTX Dampers

Electronics: MoTec ECU and Data Logging System

Engine technical information

Block: Modified Volvo B8444S, 60 degree aluminium cylinder block

Heads: Modified Volvo B8444S, aluminium

Bore x Stroke: 95.5 x 87.1

Capacity: 4989cc

Compression: 10:1

Power: 650bhp (estimated)

Max revs: 7500rpm

Induction: Naturally aspirated, eight throttle bodies

Fuel: E85

Liners: Cast in steel liners

Valve train: Double overhead camshafts, direct acting tappets

Ignition: Volvo B8444S coil on plug

Injection: Port injection, one injector per cylinder, injection pressure: 5.5 bar

Source: Volvo Cars Newsroom



S60 - model year 2014



V60 Plug-in Hybrid - model year 2014



S80 - model year 2014



V70 - model year 2014

News and Events

Volvo Concept XC Coupé wins “Best Concept Car” award at 2014 Detroit Motor Show

The Volvo Concept XC Coupé won two prestigious design awards this week, further raising the excitement around Volvo Car Group's (Volvo Cars) new design language. The Concept XC Coupé was awarded the title “Best Concept Car” at the 2014 EyesON Design Awards at the 2014 Detroit Motor Show, while Volvo's latest concept vehicle also won the award for “Best use of Color, Graphics and Materials”.

The 2014 North American International Auto Show in Detroit hosts the world premiere of Volvo Cars' new Concept XC Coupé – the second of three concept

cars that showcase the company's future design direction. Like the similarly highly-acclaimed and award-winning Volvo Concept Coupé, the Concept XC Coupé demonstrates the design possibilities of Volvo Cars' new Scalable Product Architecture (SPA) that will underpin most cars from Volvo Cars in the future, starting with the all-new Volvo XC90 that premieres later this year.

“I'm honored and very happy of course. This is very encouraging, and it shows that Volvo's new design direction is appreciated not only by the general public and the press, but also by the leading people in the

car design business. And Volvo Cars has only just started its exciting new journey with a brand new design language,” says Thomas Ingenlath, Senior Vice President Design at Volvo Cars.

The EyesOn Design Award ceremony is an annual event that takes place in conjunction with the Detroit Motor Show. The EyesOn Design Award jury contains of a prominent group of designers and from auto makers and academia. For more information, please go to: <http://www.eyesondesign.org/auto-show-awards/>

Source: Volvo Newsroom





Five stars and a record result for the Volvo V40 in China NCAP safety test

Volvo Car Group (Volvo Cars) rounded off a successful year in China by receiving a five-star rating for the Volvo V40 in the 2013 China NCAP test – and the overall result is the best in the passenger car category since the protocol was upgraded in 2012.

“We are very proud of this result. The Volvo V40 is designed to be one of the world’s safest cars in real life safety and this result is yet another confirmation in line with previous results from tests by Euro NCAP and A-NCAP,” says Thomas Broberg, Senior Technical Advisor Safety at Volvo Car Corporation.

In 2012, China NCAP extended its scope by adding a whiplash test to the programme. The Volvo V40, which comes standard equipped with Volvo Cars’ groundbreaking whiplash protection system (WHIPS), achieved a top result in this test as well as the side impact test.

All in all, the Volvo V40 received a five-star ranking with an overall score of 58.2 points – the best result ever in the Class A and B categories since the China NCAP protocol was extended.

Patented safety cage

“Our safety cage features a robust design with a blend of different steel qualities. The China NCAP results once again confirm the exceptional crashworthiness of this solution,” says Thomas Broberg.

“The Volvo V40 is also equipped with a groundbreaking set of active safety systems that help the driver avoid accidents and dangerous situations, such as auto brake for other vehicles, pedestrians and cyclists.

These technologies are not yet covered by the China NCAP evaluation. In addition, the V40 features roll over protection and offers Pedestrian Airbag Technology, which is unique in this segment.”

V40 still number 1 in Euro NCAP

The V40 is also the overall record holder in the Euro NCAP programme. The protection for adults was the best result ever recorded in a test, no less than 98 per cent – and the V40 scored an all-time high in the pedestrian evaluation.

“Viewed together, all the recent top ratings in the world emphasise our world-leading position in automotive safety. By continuously introducing new preventive and protective systems, 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 Thomas Broberg.

All in all, Volvo Cars sold an all-time-high of 61,146 cars in China in 2013, an increase of 45.6 per cent compared with 2012.

Source: Volvo Newsroom



XC60 - model year 2014



XC70 - model year 2014



V60 - model year 2014



XC90 - model year 2014

News and Events

Conventional batteries a thing of the past



Volvo Car Group has developed a revolutionary concept for lightweight structural energy storage components that could improve the energy usage of future electrified vehicles. The material, consisting of carbon fibres, nano structured batteries and super capacitors, offers lighter energy storage that requires less space in the car, cost effective structure options and is eco-friendly.

The project, funded as part of a European Union research project, included Imperial College London as the academic lead partner along with eight other major participants. Volvo was the only car manufacturer in the project. The project team identified a feasible solution to the heavy weight, large size and high costs associated with the batteries seen in hybrids and electric cars today, whilst maintaining the efficient capacity of power and performance. The research project took place over 3.5 years and is now

realised in the form of car panels within a Volvo S80 experimental car.

The breakthrough

The answer was found in the combination of carbon fibres and a polymer resin, creating a very advanced nanomaterial, and structural super capacitors. The reinforced carbon fibres sandwich the new battery and are moulded and formed to fit around the car's frame, such as the door panels, the boot lid and wheel bowl, substantially saving on space. The carbon fibre laminate is first layered, shaped and then cured in an oven to set and harden. The super capacitors are integrated within the component skin. This material can then be used around the vehicle, replacing existing components, to store and charge energy.

The material is recharged and energised by the use of brake energy regeneration in the car or by plugging into a mains

electrical grid. It then transfers the energy to the electric motor which is discharged as it is used around the car.

The breakthrough showed that this material not only charges and stores faster than conventional batteries can, but that it is also strong and pliant.

The results so far

Today, Volvo Car Group has evaluated the technology by creating two components for testing and development. These are a boot lid and a plenum cover, tested within the Volvo S80. The boot lid is a functioning electrically powered storage component and has the potential to replace the standard batteries seen in today's cars. It is lighter than a standard boot lid, saving on both volume and weight. The new plenum demonstrates that it can also replace both the rally bar, a strong structural piece that stabilises the car in the front, and the start-stop battery. This saves more than 50% in weight and is powerful enough to supply energy to the car's 12 Volt system

It is believed that the complete substitution of an electric car's existing components with the new material could cut the overall weight by more than 15%. This is not only cost effective but would also have improvements to the impact on the environment.

Source: Volvo Newsroom

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Volvo 1800 at Kissing Point



Back in 1952 I was very young and lived a stone's throw from this spot on the Parramatta River named Kissing Point at Putney in Sydney. Kissing Point is surrounded with history one sad part of the history is the death of the Aboriginal Bennelong in 1813 who is buried on high ground not far from Kissing Point. Bennelong was of the Euroa People and was befriended by Arthur Phillip (our 1st Governor). He also was sent by Phillip to England to be presented to King George III.

Sydney Olympic Park is just across the river to the left; Ryde Car Bridge is to the right and just before the bridge is the Halverson Boat shed that just happens to be where our 1st Americas Cup Boat Gretel was built.

I spent many hours enjoying the River bank when I was a young fellow not to mention making a corrugated iron canoe to attempt to cross the river but never made it. It was a bit daunting as the River is at its widest at this point. It was also top spot for prawning as my father supplied us with a few good feeds over the years. Kissing Point was not named because Captain Cook kissed his wife at this point. It is so named because there is a rock shelf that extends into the river, the supply boats heading for Parramatta in the 1800's at low tide would KISS THE RIVER BOTTOM with their keel. Note the River Cat in the picture heading for Parramatta.

WALLUMAI FISH WIND VANES

These big fish on sticks are actually wind vanes and as such like ghosts silently move as the wind changes direction. This site, which I did not know as kid, is steeped in Aboriginal History. The land was occupied by the Wallumedegal clan. The land was called Wallumatta.

The fish on sticks are made to the likeness of the wallumai i.e. the snapper fish. The design is taken from Aboriginal rock carvings found in the area. The Sculpture was created by Chris Tobin and Milne & Stonehouse, and installed in December 2011.

Chris Bennett (volvoclassic1800120@yahoo.com.au)

Kevin Holden's 262C V8 Project



Here's a few more teaser photos of progress being made on Kevin Holden's V8 262C. He informs me the car is now back home, so he'll be getting stuck into it now. It was recently in the shop getting a beautiful exhaust system fabricated (including ceramic-coated extractors), along with a full coil-over suspension system. Kevin's been working on some modified slimline aluminium bumper bars that should look the part once they're polished. We'll have a feature story on the car when Kevin has more time to write about it!



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Clayton Wilson's 242GT Project

Well, we are still going at it and it feels like we are starting to get there - kinda!



With the motor in and starting to fit all the wires and hoses that go with the Volvo, we also decided to fit the headlight panels so we could also test fit the new radiator. All is well with the rad so we have removed it again.



The top of the motor with all its bits and pieces with some nice, new bits of hose

etc. In the middle of the photo you will see the new engine wiring harness plugged in. There are plugs and fittings to other parts of the engine but the major part of the harness sits in behind the intake manifold which was a complete bitch to get in there but I eventually managed it. I was hoping to dump the job on big brother, Rod, but he made himself scarce when fitting time came and I did it on my own with plenty of cursing supplied. You will notice the rocker cover is painted a nice shade of VHT silver and we had a sign writer mate paint in the VOLVO - looks very nice.



Nice, new battery leads made up and fitted (Hint - don't drop the clamp on your toe - bloody hurts!) and the headlight loom going in the right direction and the relay bracket fitted. The old relay is stuffed and it is not easy to get a new one at the moment. Note the new dizzy cap and leads to the left of the photo with a grotty

dizzy that we will have to clean up in time. The nice battery tray at the bottom right of the photo was completely rusted and a new one was fabricated by the panel beater - good job!



The other side of the engine bay. I put in a new accelerator cable yesterday - the bloody thing was too long! We have started to put the doors back together and all is going quite well there. Had some trouble with getting the bailey channel seal but an upholsterer had some (apparently the stuff he sold us is usually used for trucks). It went in very nicely and we test fitted the window and all worked. We probably could have fitted the window but the winder mechanism needs some new plastic washers which a certain member of the restoration team had bought last week but then left at home.

Cheers,
Clayton Wilson

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Call it STUPID!



The Styx is a river in Greek mythology that formed the boundary between Earth and the Underworld. Styx was primarily a feature in the afterworld, and similar to the Christian area of Hell. The ferryman Charon is believed to have transported the souls of the newly dead across this river into the underworld.

destinations on a GPS navigator while driving is dangerous. I have a GPS that I use occasionally when on country trips and input the destination before starting the car. OK, I look at the screen occasionally but my eyes are only off the road for about the same time that I check the rear vision mirror and I can see the GPS screen with my peripheral vision.

Memories of the road toll. 1970 = 1061... In 1976 VicRoads had the catchy slogan "Don't cross the Styx in 76". It was only slightly successful as we killed 938 in 1976.

The steady improvement in road safety has been due to a number of factors, mainly in the changes to car and road design. Volvo for a long time has built cars with very strong bodies protecting the occupants and was the first car company to introduce seat belts as standard equipment – admittedly only sash type belts for the driver and front passenger. In the USA Ford produced a car with seat belts but had to remove the belts as the rumour mill spread the story that the car was "unsafe"!

The booze buses have had a good impact since I could tell many stories in the old days of cars and pedestrians weaving all over the road in the vicinity of pubs between 6 and 6:30 pm. I like the slogan "If you drink and drive, you're a bloody idiot".

I grudgingly admit that the red light and speed cameras have helped but what I am unhappy about is the number of cameras that have not been recalibrated for years and ping hundreds of drivers travelling at legal speeds – apparently the government is happy so long as the money keeps rolling in. I bet if a speed camera had not issued a fine for a week a technician would quickly be sent to correct it. My other complaint is that the government gets \$4 to \$5 million each year which goes straight into consolidated revenue. It should be earmarked for road safety, especially the removal of all railway level crossings.

The figure we should keep in mind is "The Number of Road Fatalities per 1000 registered Vehicles in Australia". In 1925 it was 24, in 1978 it was 5 and by 1999 it was below 1. We should follow Sweden's lead and aim at zero deaths per year.

I will sign off with the wish that all my readers have ZERO STUPIDS in 2014.

Grumpy

The press has been boasting that in Victoria we only killed 242 people in 2013, an improvement on 2012 when 282 died. This is the lowest figure since 1924. But this seems incredible when you realise that in 1970 with far fewer cars on the road and fewer roads we managed to kill 1061! I get irritated when these deaths are referred to as "Accidents". By definition an accident, "is a mishap, or, more archaically, misadventure, is an unforeseen and unplanned event or circumstance". So if a 29-year-old man gets in his car having taken a large quantity of the drug "ice" and drives at 120 kilometres per hour in a 60 zone and runs a red light crashing into a car killing two people and injuring three and continues on to the foot path where he kills another man, should we accept it as an "accident"?

A few years ago the police stopped calling collisions "accidents" and called them an "incident"; to me this is a far tamer word than accident. If I scratch my car on my gatepost when reversing down my driveway that is an incident.

I herby declare that in future collisions resulting in death or injury should be called by their correct name a "STUPID". Can you just imagine the evening news announcer "This morning there was a colossal STUPID on the middle of the Westgate Bridge at 8 am – traffic was backed up for many kilometres."

Coming home from a monthly Volvo Club meeting at about 10 pm at an intersection with North Road I pulled up at a red traffic light – there was a P-plater in front of me and a car on the other side of North Road waiting for the green. The three of us were virtually the only cars in sight. The light turned green and we all moved into the intersection. I swung out around the

P-plater intending to take the kerb-side lane. What happened next was incredible. The car coming towards us came straight ahead and the P-plater turned right and the two collided head on in the middle of North Road. They were only travelling at a little more than a brisk walking pace so there was only a couple of headlights broken and crushed front panels. Initially I thought of stopping but the damage was minimal and no one was injured. On thinking of it later I knew that the P-plater was wrong but why did the oncoming driver not flash his headlights, sound his horn, or take an evasive manoeuvre? If I had stopped it may have turned out that both drivers were drunk or on drugs and my effort to help might have involved me in a punch-up. I am glad I did not stop... a case of two STUPID drivers.

In the news recently there was the item that Victorian drivers are the worst in Australia for rear-end collisions. I am not a perfect driver but in heavy traffic I drive at the 60 km/hr limit and keep a generous car length from the car in front only to have some idiot zoom round me on the left and cram himself into the space in front of me making me brake to avoid remodelling his rear end. I just hope someday he does this smart move in front of a heavily-laden B-double truck.

Another statement that annoys me is "the car lost control". It is the driver who loses control of the car because he tries to make the car do things it is not designed to; usually trying to drive a car too fast through a tight corner with a reverse camber.

It is my strong belief that 90% of collisions are caused by stupid drivers. Even though it is illegal, so many drivers are using their mobile phones while driving. Not just talking on the phone but reading and sending text messages. Even inputting

Volvo 240 diff bush issues

Anthony Hyde (ACT member) wrote in recently about his experience with some aftermarket poly replacement bushings for his 240 rear axle. These bushings are usually rubber, and on many 240s if

Kevin Holden pointed out these spherical bearings available from Kaplhenke Racing. They're quite expensive, but look to be a work of art. According to the website, "240 Spherical Rear Axle Bushings: We

maintenance free spherical bearing, retained with a snap ring. If the spherical bearing ever needs to be replaced just remove the snap ring and slide the spherical out and replace it." I imagine these would be too stiff for normal road use (and may transmit quite a bit more noise back into the body). Ed.



they have not been replaced can lead to clunking noises when taking off or going over bumps. Anthony found that the Noltec poly bushes (Made in Sydney, Australia) only lasted a few years before rapidly deteriorating in his Volvo 242GT Turbo that is used in club motorsport on a track with turns that are mainly clockwise. The photo shows diff bushes the deteriorated bushes (left side, right side) and a standard 240 rubber bush.

Thanks for the photo Anthony. I think the Nolathane bushings are probably too stiff for the rear axle bush on the 240s as it wouldn't allow enough compliance when there's twisting (1 wheel up, 1 down). The poly bushings can be good in other applications, like panhard rod and upper rear torque arms on the 240s...a bit more noise probably but better motion control.

CNC machined a billet aluminum housing that presses in to the stock location. In that housing is a durable, teflon lined





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Dion's Imagineering

Club member Dion Nowatzky has been busy (in what little spare time he has) creating more of his imaginative customised Volvo images. Thank you Dion and we look forward to some even more radical creations in the future!



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Australia Day Picnic & Federation Vehicle Display

We had a fantastic day out for Australia Day, with 6 Volvos and quite a few other club members visiting us during the day. Our parking spot in King's Domain Park was in amongst the trees, so we were able to set

up our chairs under a large oak tree. It was almost chilly in the breeze, but the sun was quite strong. There was a great variety of interesting vehicles on display, along with entertainment, food, and various community

service booths. Our own Stuart Boydell was part of the entertainment playing guitar and singing with the Yarra Bend Bush Band. We enjoyed hearing the music and watching the crowd get into the dances.



Volvos on display were:
 John Johnson (P1800),
 Walter Gowans (1800E),
 Greg Sievert (1800ES),
 Lance Phillips (in Len's 122S),

Len Ward (PV544),
 John Grant (122S).
 Our club photographer Gerard Gowans
 got some great car pics, and also awesome
 photos of the Roulettes flying over.



Great Australian Rally - Mornington Racecourse

For our January Club Run, we attended the Great Australian Rally. Several of us met at the Stud Park start point, and from there we drove down to Mornington and met up with the rest of the club members so we

could enter the venue as a group. We got a great parking spot on the lush lawn of the grounds, and Gerard got great photos of our cars and the other varied cars on display. This year our numbers were up on previous

years, with 9 club Volvos in attendance. The weather was great, and we enjoyed our picnic lunches and browsing the other cars and vendors on site.



Club cars on display were:
 Len Ward (PV544)
 John Johnson (P1800S),
 Greg Sievert (1800ES),
 Walter Gowans (1800E),

Steven Domenis (P1800S),
 Doug Miller (262C),
 Daniel McIndoe (P1800S),
 Lance Phillips (242GT),
 Thorben Hughes (242GT).

New V70 & XC70 Edition



The new V70 & XC70 Edition will also be launched in Geneva. These cars are designed for customers who want to add some extra spice to these flexible models.

"We have added a dynamic look and feel to the V70 and XC70. This includes a number of exterior and interior design features. The driver appeal is enhanced with a lowered chassis on the V70, and it is also the first time ever that the XC70 can be equipped with a dynamic chassis," says Anders H Gustavsson.

The V70 Edition is characterized by a number of high gloss black details, including the ribs in the grille, the rear-view mirror caps, the side window frames and parts of the tailgate. 17-inch wheels in high gloss silver are standard, while 17-inch and 18-inch wheels in high gloss black are optional.

The XC70 Edition also features several high gloss black details. Specially designed 18-inch, diamond cut wheels in glossy black are standard.

Black leather and cream stitching

Both the V70 and XC70 have seats in black leather with contrasting cream stitching. The stitching is echoed on the door panels, the front centre armrest, the floor mats and on the sport steering wheel. The dynamic look is enhanced with sport pedals.

Production of the V70 and XC70 Edition cars will start in spring 2014, and Volvo Cars plans to sell approx. 15,000 units during 2014-2016.



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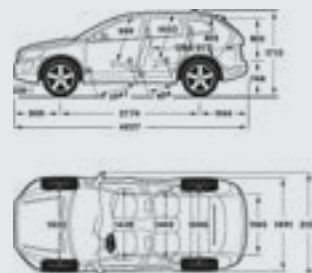
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Please note that all SA Club related magazine submissions should be sent to:
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Joining fee \$5.00
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President's Report

Well aren't we a social bunch of volvophiles?

This year, our events directors Gavin & Maida have laid out a whole bunch of interesting and exciting events for us to attend.

One thing I have noticed throughout my 25+ years of association with the Volvo club movement, is that if you own an old Volvo! & are passionate about it, when you meet up with other like minded persons, they are instantly your best friend!

If you only subscribe to this club for the mag, try coming to an event or three - you'll have a blast!

In the past, I have commented on "collectability". Rare doesn't necessarily mean "collectable". I recently read a Volvo publication "Volvo's estate cars. A history of Volvo car corporation 1927-2012".

This is an interesting read to the collector, and there is information about build numbers of the various models. But did you know that there are some surprising "rare" Volvos?

Not counting runouts or newly introduced cars, we see some of the rarer (post war) Volvos as being:

Model	How Many Made
"Sport" P1900	67
1963 P1800S	2000
1969 1800S	1963
1976 262	230
1976 265	2805
1996 V90	3203
1993 480	2870
1987 360	3129
1990 780	1300
1985 260 Estate	704

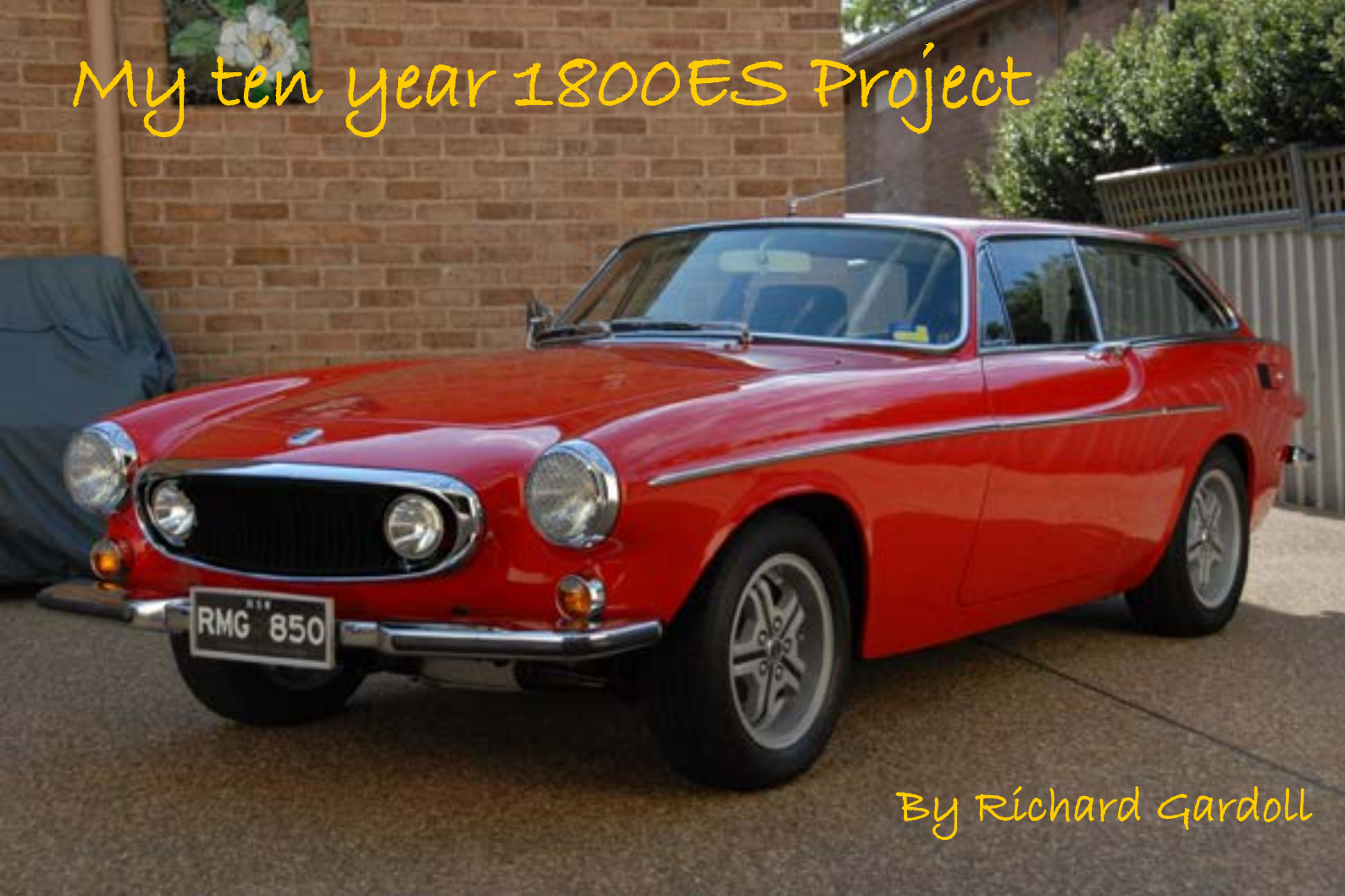
Yes, no mention of 123GT, because as we all know, these were 122s that were chosen randomly off the production line.

Will any of these make your collection?

Until next time, Volvo for Life

Robert Bakker robert@rblawyers.com.au

My ten year 1800ES Project



The car was purchased at an IAG auction in Sydney from photos, in October 2001 & was transported to our workshop in Orange. The car had been in a nose to tail accident, so new rear body panel & grille surround were purchased from Volvo. A 2nd hand rear window was located from a previous owner and the car was dismantled, tagged & boxed for storage pending the full restoration.

Continued next page

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I had the use of a sand blaster & the body was stripped to bare metal, revealing a number of rust holes, the worst being the left front floor & sills, (the drain pipe for its air conditioning had fallen inside & taken out the floor & sills). I sent the car to a local panel beater Brian Keegan (Australian Drag racing pioneer), who rebuilt the body back to new, including remaking the floor with the original pressing shapes. The car was then taken to Jack Moss of Specialty Paints, for many coats of a colour called Venom (red), & return to our workshop for rebuild & assembly.

The front suspension was removed, cross member (light grey) & control arms (black) were powder coated, All new ball joints & bushes were fitted, steering box cleaned, inspected & new seals fitted, idler arm bush replaced & installed. Along with tie rods & tie rod ends and new sets of Koni adjustable shocks fitted, the rear suspension received similar treatment.

New Front & Rear brake discs, pads, all 6 brake hoses & Volvo exchange callipers were fitted. The pedal box assembly, brake rod, booster & bracket along with new master cylinder were fitted & bled. Next the fuel lines were cleaned, hoses replaced & tank cleaned & painted, new Bosch fuel pump & filter were fitted.

The bumper bars were sent off to the Coffs Harbour chrome platers for new chrome. They were fitted with new rubbers & plates, brackets cleaned & painted with new body rubbers. Grille surround, headlights with H4, park lights, tail lights & number plate lights. New windscreen, rubber & moulds installed, both rear quarter windows & stainless body mouldings. The new set of side mouldings that were purchased From Neil Summerson many years ago were fitted.

The engine was next to receive attention, it was stripped & the block went through the bath, bored & honed to take Volvo B21E pistons. Conrods & crankshaft came from 1974 B20E as did the flywheel, New conrod little end bushes, rods aligned & checked, crankshaft was ground to match main & bigend bearing oil clearances. New camshaft & lifters, steel timing gears & new oil pump were fitted. The head was also fitted with hardened valve seats & guides for unleaded fuel. The engine was fully balanced & then I assembled it with new clutch assembly, water pump, hoses, engine mounts etc.

It was painted & fitted to car, with a 3 row radiator. Gearbox was fitted next, the tail shaft received 3 new uni joints, centre bearing, carrier rubber, washer & spring. The diff was left at this stage, but was later fitted with 3.73:1 gears with new bearings & seals. This made the car a great highway travelling car. Also the diff ratio was changed because I could drive around town in overdrive & did not need to use 1st & 2nd gears.



The injectors were cleaned & flow tested and a new fuel regulator installed, a Crane electronic ignition system was fitted, resulting in the rev counter requiring modifying to work. The wiring harness was cleaned inspected, tested & repaired as required. The whole dash was disassembled cleaned, repaired & reassembled with all new bulbs fitted. The car has electronic power steering fitted to the steering column & a Volvo / Momo leather steering wheel. the rear tail gate window & doors were assembled with all new seals & rubbers, tail gate hinges had to be repaired & Gerry Lister found a fellow who could do the re-bushing.

The car then taken to local trimmer, who does show cars for the Summernats, he made new door panels & side panels, the carpets, recovered rear seats & the Recaro front seats, the original head lining was reinstalled. Then I fitted a Pioneer radio, 6 speakers & amplifier. The grille was modified to taken 2 driving lights. A set of Volvo "Virgo" wheels from a 242GT were stripped & powder coated, then fitted with Michelin tyres. All the body I.D. plates were refitted.

So 10 years after it was purchased and on the 21 November 2011 it was registered. Its only real drive has been to Corowa in May 2013, we are very pleased with the end result & have a great touring car.

Richard Gardoll



VEHICLE PROFILE *by Robert Bakker*

VEHICLE : P1800 (1963)
OWNER : MARK DUNSMORE
TYPE: 18395 HA
CHASSIS NO: 5948
COLOUR : 69 White
UPHOLSTERY: 303 Red Leather



It was a great pleasure to finally meet Mark Dunsmore, the owner of this edition's vehicle.

Mark's car is a fairly early build P1800, being one of the first batch of 6000 built by Jensen in England.

Her white duco fairly glistened on the day of our interview. Closer inspection of the wire rims reveals they are not the usual 14's (à la Ebony, or George Minassian's 1800 for example) but rather 15's. They looked very smart indeed.

Mark bought his car in 2003 from TV personality Ron Sinclair. It was actually the second 1800 Mark has owned.

Seldom have I met an owner so enthusiastic about the marque. He really loves his P1800!!



When he bought it, he had it looked over by Gary "the guru" Comerford, who picked up some small issues with the car. GLT has installed A/C to keep Mark cool. A shiny,

chrome tappet cover "diverts your gaze" from the rest of the engine bay, and although not as shiny as some, it's all there, and it all works!



Would it surprise you if I told you that like most owners whose cars I have profiled, Mark swears he will keep his beauty till his dying day.

A real standout feature of Marks car is the number plate - **ST 1**. Simon Templar lives here in Brisbane!

We hope to see Mark at many upcoming events, with his beautiful Swede.



It feels so good to be back, to have the responsibility of a car that is valuable, not only in a monetary sense but in the possession of an artistic piece of machinery, that should be a model, for all motor vehicles although it is sadly ignored by modern motor vehicle designers and we are left with vehicles that appear as a geometrical problem, that lack smooth flowing lines, gracious curves that even when standing still appear to be floating down the highway at a reasonable turn of speed.

The feeling of being like a beautiful woman, that everyone admires even strangers, seeking to have a conversation with you, all these things are present, now that I again own a P1800E again I am back in the club.

Denis Dack



Club events for 2014

All events on website: www.volvo1800-120club.com
Events Directors: Gavin Janson and Maida Skaarup

Club events for 2014 in Queensland

March

Saturday 29th 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 15th March, email mia6587@bigpond.com

April

Fri 18th – Mon 21st 2014 Easter Special Event at Stanthorpe.

RSVP to Gavin ASAP email gavinjanson@yahoo.com.au



May

Saturday 10th 2014 Classic 60s dressing up

Meet for Dinner from 6.30pm at Harry's Diner, 104 Newmarket Rd, Windsor.

Please email Maida mia6587@bigpond.com before 26th April

May

Sunday 18th 2014 Maclean's Bridge at Griffith University Major Sports & Classic Car Festival. Please email Maida mia6587@bigpond.com

Please note: this event is no longer at Lakeside www.macleansbridge.com

June

Sunday 1st 2014 Meeting up at The Red Rock Café, 18 Santa Barbara Road, Hope Island around 8am. Then drive to O'Reilly's Valley Vineyards, Canungra, 852 Lamington National Park Road, Canungra for breakfast. Please RSVP by 27th April to Maida mia6587@bigpond.com

June

Saturday 28th 2014 Dinner 7pm at Tandoori Village Indian Restaurant, Springwood Plaza, 3-15 Dennis Rd, Springwood. (Fully licensed BYO bottled wine only)

RSVP to Maida before 14th June, email mia6587@bigpond.com

July

Sat 5th/Sun 6th Christmas in July at Nymboida Coaching Station Inn (near Grafton)

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

email club member Jeanette Mouatt ASAP as rooms are limited jetty1412@hotmail.com

July

Sunday 13th 2014 RACQ Motorfest Brisbane one of the biggest displays in Brisbane.

Club events for 2014 in New South Wales

Club members' get together in New South Wales

Hi Everyone, Bob Forrest has kindly offered to organise a social weekend taking in the Denman Food & Wine Festival (Upper Hunter Valley) If you are interested contact Bob direct, he has also reserved a number of rooms at the Country Motor Inn at Singleton under the name Forrest. Regards Guy Smith

Social Outing: Denman Wine & Food Festival

Date: Saturday 3rd May 2014.

Accommodation: Country Motor Inn Singleton (Cost approx. \$120) Booked under "Forrest" Phone 6572 2388

Further information: Contact Bob Forrest boxforrest@yahoo.com or phone 0448733324

Don't forget Christmas in July at Nymboida, near Grafton July Sat 5th/Sun 6th



ROBERT'S REPAIR RAMBLINGS

In our last episode, we were about to get our new air con running.

Since then, I have also installed a similar unit to my 1971 1800. This was much more of a challenge, because there is much less room in an 1800 engine bay than a 122.

This translates into issues with finding a suitable condenser; and given the far greater value of the 1800 vs the 122, I wanted to ensure the install looked as professional as possible, i.e. you must hardly be able to see it.

I think I have achieved this end.

A lot of the gubbins were installed in the car's nose behind the grille. This has kept hoses and wiring to a minimum inside the engine bay. Further, because the 1800 has lips at the edges of the bay, wiring and relays could be hidden under these.

The end result, I think you will agree from the **attached** photos, is quite neat.

I have utilised the freely available 'minus30' gas, which does not require licensing for use. I have found this gas to also be much more suited to our old cars due to its lower operating pressures on the high side. This leads to less strain and therefore heat and alleviates potential leakage for the system.

So far, so good.

I have made many repairs and/or mods to my old cars over the years, but I must say that A/C really adds to the enjoyment more than almost any other mod I have done.

Robert Bakker



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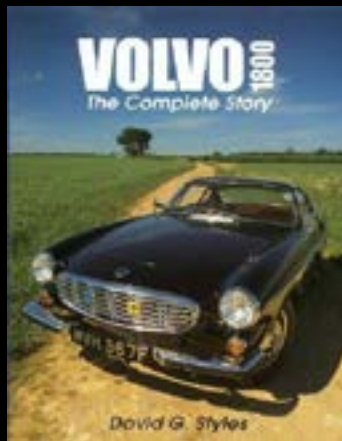
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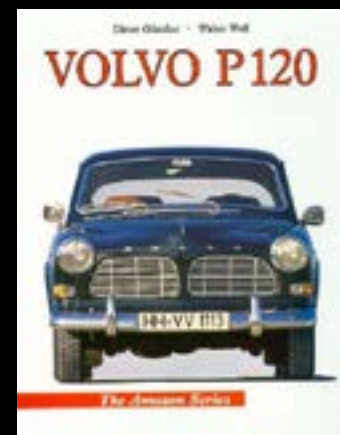
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Volvo P120 - The Amazon Se-
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By Dieter Gunther

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 E-mail.....

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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:.....

VALE

It is with sadness that I advise Club Members of the passing of **John Halling** on 21st December 2013 aged 75. John was an original member of the Volvo 1800 Car Owners Association when the club was formed in Queensland in 1986. He sold his P1800 a few years later and was no longer an active member.

However many of the older Queensland members will have fond memories of John who was one of nature's gentlemen.

Kevin Greenaway



The Volvo 1800 Car Owners Association

John Halling and Geoff Bernhagen were instrumental in starting the Volvo 1800 Car Owners Association. At the initial get together at J.C. Slaughter Falls (Brisbane) on 12th January 1986, there were ten 1800s. The following year in March 1987 a photographic day was organised in King George Square, Brisbane where we saw twenty 1800s. Then in 1989 the 1800 club held its first rally in Tamworth where 36 x 1800s and 17 x 120s attended.

Volvo Car Club of NSW Inc.

President's Patter



We certainly are spearing headlong into 2014 and your committee had been hard at work organizing the event calendar for this year. Please make a special effort to join in the events- they are great fun. This is not the easiest job in the world and we certainly appreciate input from our members – and very often receive it.

There is a bit more of a buzz in our social butterfly camp with Jan and Dani organizing an interesting lineup

of speakers for meetings from within and outside the club membership.

Once again all the Volvo Clubs have been treated to an excellent edition of the Rolling Magazine. On behalf of all our membership, I have passed on our congratulations to the Victorian Club for their consistent high quality production.

I encourage all members to write about their car – when they got it – what they have done with it - where they have been in it and what they intend to do with it.

There are so many interesting stories that we hear snippets of at the monthly meetings and I know that I would like to hear more.

Recently several members attended the CARNivale in the CBD of Sydney on Australia Day. This was a fantastic day and Jan and I have enjoyed just about every one since 1999. Previously it was the NRMA Motorfest.

Of course the cars are fantastic and I do not recall a year where the event has been spoilt by rain – it came close this year but the day was mostly fine and sunny.

What stands out on the day is the multitude of languages that we hear spoken as we sit and chat and ogle at the cars on display.

Just as the cars are from a multitude of countries so too are the people looking and admiring them.

Jan and I took a walk down to the Botanic Gardens to look at the maze of boats and what was happening – a boat passed with speakers blurring out our National Anthem. At the same time three Air Force jets swooped in across the water.

What was great to see was just about every person sitting on the grass around us rose to his or her feet as the Anthem was played. There was only one green and black haired woman who didn't – maybe she couldn't?

On this day I always pause to remember the countless young lives that were sacrificed to give us the freedom we enjoy and how much I enjoy my life. The young soldiers who did not make it through did not get the chance to have a life.

I often think about how many more Einsteins and other geniuses there may have been and how far further our World may have advanced had there not been some 20million killed in the conflict.

Back to things more simple –I just did some suspension modifications on the 122S – car now handles like the proverbial, but lying on the ground admiring my work and detailing of the underneath of the car I realized that this car will outlast me.

I have looked after our car since 1972 and it is now probably in similar shape as when I bought it – it certainly has at least another 30 years of life left – if there is still petrol available to put in its tank.

What gives me confidence for the future is the growing number of younger persons joining our club and their enthusiasm for the early cars.

See you on the motorways of life.

Ted Warner



Committee 2014



**Affiliate of the
Council of Motor Clubs**

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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.

NSW Club Social Calendar



We are closer to finalising the calendar for 2014.

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

Sunday 6th April

Lunch at the Eling Winery

This outing is a repeat of one we did at the same time last year. It was so good we decided to do it again this year.

Sunday 25th May

Illawarra Fly Tree Top Walk

This is a new event for our club and it looks like a beauty. I for one, am excited to get there.

Sunday 22nd June

Avoca Beach Cafe

Yet another repeat outing. This was probably one of the best attended outings last year. I'll put some information together for you for the next issue of the magazine.

Saturday 19 & Sunday 20 July

Xmas in July - Undecided as yet. Maybe Mudgee. We are just waiting on some information from a local source.

On the other hand we may go to the Blue Mountains. We held the event a few years ago, at Gardner's Inn in Blackheath. The Mountains are great in winter and it was a lovely cosy dinner and a good old chat around the fire later in the evening. We made a weekend of it and there was plenty of time for some serious shopping. Leura, in particular, is a tourist Mecca and is full of wonderful boutiques and cafes. There's a favourite spot of mine, at the bottom of the main street and turn left round the corner, called *Bygone Beauties*. If you love antiques this is the place for you; room after room full of them. A warm fire and hot tea & scones. Doesn't get any better.

Sunday 17th August

Shannons Sydney Classic

The major event of the year. Over 1900 classic cars, trucks, military vehicles; double-decker bus rides around the track; lots for the kids to see and do; live music; it has it all. The event gets bigger and better every year. We will be booking 30 spaces and a garage for the day.

Saturday 20 & Sunday 21 September

Richmond to Bathurst Run Weekend

Second time around for this event as well and another popular event. We will be fine tuning the details soon so keep an eye out in the next issue and on the website.

TBA October

A Day at the Races

We have yet to set a date for the race day. Our friend Stuart Allsopp is organising it again this year. We'll let you know the details as soon as we have them.

Saturday 29th November

Christmas Party

The party this year is to be held at the Neale Residence in Pymble.

We opted for something more personal as last year at the Motorboat Club felt a bit flat and disjointed. The room was too big; we were too spread out and the atmosphere was lacking something so, we decided to go back to having it at a members home. The best parties we have had in the last few years were at the Thompson residence. This formula worked so we're going back to it, but at a different venue. Syd and Dani Neale have very kindly opened their home to us this year. Again, we have yet to fine tune the details. We'll get back to you on this one as well

Jules

Model Gurus

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

1800 Series	Ralph Diaz	02 4296 4951	dolly_d@tpg.com.au
	Gerry Lister	02 9499 6666	0412 221 211
122 series	Ted Warner	9521 8204	info@volvodownunder.com.au
	Gerry Lister	02 9499 6666	0412 221 211
140 Series	Gerry Lister	02 9499 6666	0412 221 211
160 Series	Gerry Lister	02 9499 6666	0412 221 211
240 & 260 Series	Savvas Koutrouzas	02 9310 414	tw@firstneon.com.au
740 Series	Savvas Koutrouzas	02 9310 414	info@volvodownunder.com.au
850 & 940 Series	Ralph Diaz	02 4296 4951	info@volvodownunder.com.au
General			dolly_d@tpg.com.au
Technicals	Mike Mitz	0433 116 763	americanmike@gmail.com

Our Next Outing



Eling Forest Vineyard & Winery Hume Highway, Sutton Forest

Sunday 6th April, 2014

Price is \$30 per head, which includes main, dessert, tea or coffee and a tour and wine tasting at the Cellar Door (\$5) so it's the same as last year \$35 pp. It's a sit-down lunch with a tour of the Cellar Door and tasting at the Cellar Door this year instead of at the table. The tour commences at **11am**.



We will need final numbers no later than 22nd March. Once we have finalised numbers we are liable for full payment, so if you don't turn up, the club will need to recoup the cost of your lunch from you.

You may pre-pay if you wish. Just use the tear-off at the bottom. Details of the trip are as follows:

Members are to make their way to the 7-11 Service Station at Pheasant's Nest (used to be the Mobil Servo), on the left hand side of the Hume Highway, heading South, and be ready for **10:15am** departure to Sutton Forest. (Those members & guests traveling from South Coast or Canberra can choose to meet us at the winery). The tour/tasting will be at Noon with lunch to follow when we are ready.

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

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

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

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

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

We're coming to Eling Forest Winery! Cut-off date 22nd March 2014

Name:How many people?:

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

Post to: PO Box 419, Bexley 2207.

Or EFT to: St. George Bank

Account Name: Volvo Sporting Car Club

BSB: 112-879 Acc No: 473827411

Transaction Description : (Surname) & Eling Run

Illawarra Fly Treetop Walk – Sunday 25th May



The award winning Illawarra Fly Treetop Walk is one of Australia's premier treetop walk experiences.

The only walk of its kind in NSW and one of only a handful of elevated steel treetop walks in the world, the 'Fly' is an immersive nature experience. The gentle 1.5km return walk takes in native rainforest, the steel walkway which features two gently swaying cantilevered arms, and a central tower raised nearly 50 metres from the forest floor. Positioned 710 metres above sea level, the stunning views take in everything from the rainforest floor into the canopy and out to the Pacific Ocean.

Suitable for all ages and fitness levels, the Treetop Walk is a one-of-a-kind experience that captures the unique beauty of the regions flora and fauna and takes approximately 1 hour to complete. Wheelchair and pram accessible with a courtesy cart available if required. With stunning views, guided tours, a visitor centre and cafe, the Fly is a great place for a day out for families, couples or groups of friends. Located in the Southern Highlands of New South Wales, less than two hours from Sydney or Canberra.

For further information please call **1300 362 881**.

From Sydney	Two options – travel down the Hume Highway and take the Bowral turn-off, then drive through the lovely Southern Highlands to Robertson and follow the signs from the Famous Robertson Pie Shop. OR Travel down the picturesque Grand Pacific Drive – take the Illawarra Hwy (Macquarie Pass) towards Robertson. Turn left at the 'famous' Robertson Pie Shop onto Jamberoo Mountain Road. Travel 10 kms and turn left at Knights Hill Road.
From the Southern Highlands	10 minutes from Robertson, via Jamberoo Mountain Road, taking the turn opposite the 'famous' Robertson Pie Shop towards Kiama.
From Kiama – South Coast	25 minutes from Kiama, via Jamberoo and Jamberoo Mountain Roads- 15 minutes past Minnamurra Rainforest – towards Robertson.
GPS Coordinates	- S34 37.280 E150 42.100

- * 1.5km Return walk
- * 50m above the forest floor.
- * 710m above sea level
- * Stunning views
- * Takes 1 hour to complete the walk
- * Suitable for all ages and fitness levels
- * Wheelchair and pram accessible
- * Free guided tours 11am daily
- * Visitor Centre



- * Café open 9-5 daily
- * Best Scones Ever
- * On-site parking

If we have more than 10 people the cost is
\$18 per adult and \$8 for a child.
Book early so you don't miss out.

hollymist@bigpond.com

Ted's Tips – and a bit of philosophy to boot.

Hope you all had a very Happy Christmas and your New Year is turning out well.

We had reason to believe that the planets had aligned and we – Jan and me – were enjoying a month of getting used to sort of retirement and all in the household was good.

Last year had me in hospital to get a brand new right knee. A beautiful and shiny prosthesis. The doc dialled in a bit of toe out – get it “toe out”- ha ha ha ha!

and some negative camber – handling is just great – on the right side. I certainly am experiencing a new lease of life with little or no pain and just about regained full flexibility.

However kneeling is a problem.

Anyway back to the Cosmos planets thing.-

I do feel at times that there is some sort of cosmological force that conspires to mess up one's life when all on the surface looks to be going well.

It started just before Christmas – and yes I will continue using this term – unlike my Brother in Law who works for the Dept of Education and Whatever and was told that they were not to use the term Happy Christmas – it had to be Happy Holidays – so as not to offend anyone – I am not able to print his colourful response – save to say he continued to wish all and sundry a Happy Christmas-

Firstly on the 4th December, some cretin, probably on his phone, slammed into the car behind me and propelled that car into the back of our Volvo XC70. Made quite a mess, but Volvo could not supply the parts before Christmas so it had to wait until the New Year. Then the pool pump blew its capacitor and had to be shipped off for repair. I might add that Direct Pool Supplies, an on-line business, were fantastic and super quick turnaround.

Given that so called “THINGS” happen in threes, we just couldn't wait for the next surprise!

Now this Cosmos has a way of sucking one into a false sense of security.

In the interim we flew North to see our Son and wife and our grandchildren – had a great time. Came back and began the great clean up – now this has some really positive parts and some down side.

We have possessed a glass cabinet from my parent's house. My Mum was so proud of her dining room furniture so we didn't want to sell it or give it away. Our daughter has the dining table and side cabinet. Well 11 years had passed and it was time to move on, so we contacted people who might be interested in the item. You could have knocked me over with a 10thou shim – when Jan spoke – “why don't you use the cabinet to display your model collection.” Tighten my head nuts – why didn't we think of this 11 years ago?? The cabinet is now still in the ‘shed’, cleaned and oiled and sporting every individually cleaned and polished model car I possess and a few other bits and pieces.

Meanwhile The Pymble Wizard furnished me with a set of sports springs and a full set of front bushes. I had long complained that I did not like the Bilsteins but this may have been due to the sagged and softened 46 year old springs.

I also had a new set of Konis I had purchased earlier in the year so I set about installing all this new gear – the car now sticks to the road and even Jan – who complained of the car feeling disconnected – loves the drive.

So as you can see, all going well plus there is the sense of well being that comes of purging ones surroundings of all the un-needed and un-wanted items that clutter up our lives.

See things are just going great – but where is that damned THIRD THING???

Time moves on and we get the call to take the XC70 to the repairers. This is now complete and I can only say that O'Brien's Autobody repairs did another fantastic job. We have been going to these guys for car repairs from the 80s – they have never failed to do a first class job. They painted our 122S in 1998 and were still glad to see it was looking good.

While the XC70 was in repair I was using our ‘other’ car – so Jan was using 122S to run around and was parking it on the other side of the garage.

Now this is when the COSMOS moved against us.

Remember the cleanup- well I shoved an empty plastic tub on top of a thin cardboard box on top of a cupboard. How the hell did I know that the cardboard box was going to collapse and allow the heavy tub to fall – and you guessed it

Right onto the bonnet of the 122S –the corner hit the flat area of the bonnet towards the front and left behind a dent similar in size and shape as if a golf ball had landed on it – NO I DO NOT HAVE A PICTURE! WHY WOULD I WANT TO RECALL THIS GROSS TRAGEDY?

I said the F-WORD several times and several times more after that.

So I rang O'Brien's the next day, after I had stopped whimpering, and they said – DENT BUSTERS – talk to Francois.

So this was the THIRD THING – sneaky little COSMOS that it is – what a f@#\$%*g

set up. Sucked in we were – thinking all was sweet; knee, glass cabinet , cleanup, - but can you see how it all fits together – new knee meant I could do the cleanup- and remove and replace the pool pump, and do the glass cabinet .

Then KERRUMPH- down comes the sword – and we are confronted with

The THIRD THING.

However there is a happy ending – no not that sort of happy ending – the other sort.

This morning I picked the car up from DENT BUSTERS at TAREN POINT. When I saw the car I just wanted to kiss and hug Francois – however even though he is French I don't think he would have taken kindly to being kissed and hugged.

The dent is gone and virtually invisible save for a small scratch in the clear coat.

Happiness has again descended on the Warner household and life is good.

More of Ted's Tips

Oh and I got a report from the knee specialist that the other knee is good for at least another 5 years – so the alignment and modifications for better handling on the left leg will have to wait.

Oh Ted's tip – "Always look on the bright side of life."



Car at CARnival with friends.



Car without dent.



New springs, shockers & bushes



Artistic shot with yellow 240 – old and new springs .



New bushes in here –



Nice engine shot.



My Bit & Laugh Linesby Jules

Hi All, It's only February and I'm running out of steam already. We have a good year planned for 2014, but 2015 is going to be a cracker. We have the National Rally to plan and it's already on the works. We'll keep the surprises for later. Don't you hate it when people do that to you!



We have a couple of new committee members this year, with Syd Neale donning the Treasurer's Cap; his lovely wife Dani and Mrs Presidente, Jan Warner, looking after the Social side of things.

Dolly is still with us in the role of Vice President. The demands on her time, at the moment, have meant she had to step down from the President's role.

A stalwart of the motoring movement, Terry Thompson OAM, and friend of we Volvophiles, is having a few problems with recovery following back surgery. Our best wishes to you Terry and we hope to see you on your feet soon.

For your pleasure.....A clever one, a patriotic one and a pic I received recently.... Yeah, yeah.....I know, I'm critter crazy, so sue me !

Jules



Couldn't resist these cuties.....

My job search.....

1. My first job was working in an Orange Juice factory. But I got canned. Couldn't concentrate.
2. Then I worked in the woods as a Lumberjack, But just couldn't hack it, so they gave me the axe.
3. After that, I tried being a Tailor, but wasn't suited for it -- mainly because it was a sew-sew job.
4. Next, I tried working in a Muffler Factory, but that was too exhausting.
5. Then, tried being a Chef - figured it would add a little spice to my life, but just didn't have the thyme.
6. Next, I attempted being a Deli Worker, but any way I sliced it.... Couldn't cut the mustard.
7. My best job was a Musician. But eventually found I wasn't noteworthy.
8. I studied a long time to become a Doctor But didn't have any patience.
9. Next, was a job in a Shoe Factory. Tried hard but just didn't fit in.
10. I became a Professional Fisherman. But discovered I couldn't live on my net income.
11. Managed to get a good job working for a Pool Maintenance Company, But the work was just too draining.
12. So then I got a job in a Workout Centre. But they said I wasn't fit for the job.
13. After many years of trying to find steady work I finally got a job as an Historian - until I realized it had no future.
14. My last job was working in Starbucks. But had to quit because it was the same old grind.
15. SO, I TRIED RETIREMENTAND I FOUND I'M PERFECT FOR THE JOB!

An American decided to write a book about famous churches around the world.

So he bought a plane ticket and took a trip to Orlando, thinking that he would start by working his way across the USA from South to North.

On his first day he was inside a church taking photographs, when he noticed a golden telephone mounted on the wall with a sign that read '\$10,000 per call'.

The American, being intrigued, asked a priest who was strolling by, what the telephone was used for.

The priest replied that it was a direct line to heaven and that for \$10,000 you could talk to God.

The American thanked the priest and went along his way.

Next stop was in Atlanta . There, at a very large cathedral, he saw the same looking golden telephone with the same sign under it. He wondered if this was the same kind of telephone he saw in Orlando and he asked a nearby nun what its purpose was. She told him that it was a direct line to heaven and that for \$10,000 he could talk to God. 'O.K., thank you,' said the American.

He then travelled all across America , Europe, England, Japan , New Zealand . In every church he saw the same looking golden telephone, with the same '\$US10,000 per call' sign under it.

The American decided to travel to Australia to see if Australians had the same phone.

He arrived at Newcastle in Australia and again, in the first church he entered, there was the same looking golden telephone, but this time the sign under it read, '40 cents per call.'

The American was surprised, so he asked the priest about the sign. 'Father, I've travelled all over the world and I've seen this same golden telephone in many churches. I'm told that it is a direct line to Heaven, but in all of them, the price was \$10,000 per call. Why is it so cheap here?'

The priest smiled and answered, 'You're in Australia now, son - "This is Heaven," so it's a local call'.



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.

SCALE JIM RICHARDS 850 RACE CAR



Hi Volvo Collectors! Just released is this 850 race car with Jim Richards as the driver. It is the same Brock 850 we sold before but this model is based on the support race at Bathurst in where Jim Richards drove the car for three races and won the last one in the rain. As usual these are in very limited numbers (less than Brock's edition of 2500 or so) so keep you eyes open for the model at your local supplier or the net sellers for a good deal. RRP approx \$195. VP Tuning

1999 V70 265000 km, has new spare windscreen, new front struts, near new tyres, very good condition. \$4500 Contact David 0419 330 389.



1969 122S 2-DOOR COUPE Asking \$19,500. Contact David 0419 330 389



MIKE BATTEN'S 1961 VOLVO PV544 RALLY CAR. Fully prepared for Targa tarmac rallies. Price \$66,500. For full details see the club's web Marketplace section. Additional spare car in fair condition, mostly complete except for engine and gearbox. The vehicle has been stripped down ready for rust removal



and panel beating. It is suitable for a restoration body job but there may be missing parts that make it unsuitable to

rebuild into a complete restoration project. Price \$2,700. Contact Mike Batten 02 4680 9269 mbbatten@yahoo.com.au

1997 S90 Well loved and cared for car that is truly a future classic. Same family since new from uncle to father to son. Original



cost near \$90,000 in 1997. Never been in an accident however some very, very minor parking marks. Complete Volvo dealership service history with nothing spared. Car drives really well. Sunroof, heated seats and all other extras. Arctic white duclo with Grey Connolly leather trim. Travelled 228kms, timing belts changed at 215kms. It is a great grand lady (last of the rear wheel drives) that hopefully goes to a Volvo home. Car is currently in Brisbane with QLD rego until April 2014. Price is \$4,400. Contact Kel Gibson 0407 665 360

2003 V40 PHASE 2 TURBO 2.0 LITRE

Well cared for automatic vehicle with 167kms. Very pretty accident free car lady drivers. Black leather interior and complete



Volvo Euro dealer history and servicing. Timing belts, new radiator, water pump and new brakes all done last month in preparation for sale. Ideal city car, multiple airbags, SIPS and curtain airbags and nothing to spend. Currently registered in QLD until July 2014. Price \$8,800. Contact Kel Gibson 0407 665 360

1800ES AUTOMATIC California White, Blue Interior. \$19,900 ono. Perth, WA. 1800ES #3506 is very original, and its only real issue is that it needs a new coat of new paint. It goes like a charm and is great fun to drive. I drove it across the Nullabor from Toogoom in Qld! Never missed a beat. It's been my daily driver for around 5 years, including trips through the southwest and south coast. And it's a better car now than when bought, with work having been



done to the grille, gearbox (reconditioned automatic), and suspension, brakes and injection systems having all been improved by Swedish Car Co. It had to go over the pits to be registered in WA - we replaced the indicator cylinder and the ball joints. History from new: the car was originally bought from Volvo Exports in Gothenburg in Sweden, driven in Europe, then imported to Newcastle, NSW, by an engineer - though there's a service history gap due to a fire at the Viking Motors. I have the list of owners. Genuine inquiries welcome: 0417 950 061. Gerard Siero, Burswood, WA.

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. \$2900 with RWC. Contact Steve 0411 818 799.

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.
 - 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)

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. 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 and ring Chris Calleja 03 9465 7631 or email 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

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

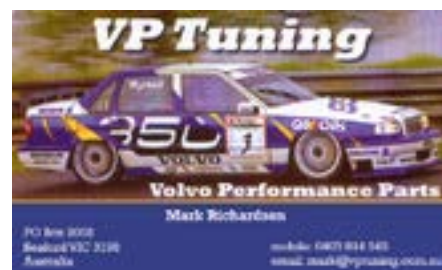
MEMBERSHIP FORM For a copy of the Volvo Club of Victoria membership application form, please see the club website: www.volvovic.org.au



DVS PERFORMANCE PARTS

KONI & BILSTEIN SHOCK ABSORBERS
SUPERPRO POLYURETHANE BUSHINGS • VOLVO GENUINE PARTS
H&R SPRINGS, KING SPRINGS & DVS COILOVERS
BRAKE HARDWARE & CONVERSIONS • BMW GENUINE PARTS
DVS SUSPENSION & PERFORMANCE PARTS

WWW.DVS.NET.AU



VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



- () **New Application** (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)
- () **Renewal** (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)

Annual Membership fee is \$40 for Adult/Family and \$20 for Student/Pensioner. New memberships begin from date of processing, and are valid for 12 months. At the end of this period you will be asked to renew your membership (a renewal form will be posted with your final magazine). Renewed memberships are for 12 months from your membership expiry date (not date of payment).

Your Details:

Membership number (renewal only)

First Name: (Mr/Mrs/.....).....

Surname:

Partner's Name: (Mr/Mrs/.....).....

Street Address:

City/Suburb: State: Post Code:

Contact Details:

Phone: (.....) Mobile: (.....)

Email:

Car(s) Details:

(You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)

Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....
.....
.....
.....

Membership Type:

() Adult/Family (\$40)

() Student (\$20)

() Pensioner (\$20)

Volvo Club of Victoria Stickers:

() One Sticker (\$4)

() Three Stickers (\$10)

Payment Details:

Total amount paid \$.....

() CHEQUE () MONEY ORDER () OTHER.....

() DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria

BSB: 063-564 Acct. No. 10014322 (Include transfer receipt with form)

Note: If you order stickers (at left), please add this amount to your membership payment. These will be posted out to you with your next magazine. For larger quantities, contact Lance or Greg.

I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.

Signature Date.....

For information about the club please contact the President Lance Phillips on 03 9707 2724.

For information about your membership please contact the Membership Secretary
Greg Sievert on 0401 713 595 (AH) or email greg.sievert@gmail.com

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

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

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

Volvo Car Australian Dealers

New South Wales

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

Australian Capital Territory

Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
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Victoria

Silverstone Volvo	591 Doncaster Rd	Doncaster	VIC	3108	03 9840 8868
Bilia Hawthorn	139 Camberwell Rd	Hawthorn	VIC	3122	03 9882 3600
Altitude Volvo Cars Brighton	913 Nepean Highway	Bentleigh	VIC	3204	03 9576 5399
Melbourne City Volvo	351 Ingles St	Port Melbourne	VIC	3207	03 9684 1070
Rex Gorell Volvo	212 - 224 Latrobe Terrace	Geelong	VIC	3220	03 5244 6222
Jacob Motor Group (service)	171-175 Melbourne Road	Wodonga	VIC	3690	02 6055 9829

Queensland

Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
Southside Volvo (service)	Cnr Buranda Street & Logan Rd	Buranda	QLD	4102	07 3895 3535
Sunshine Volvo	179 Nerang Rd	Southport	QLD	4215	07 5509 7100
Southern Cross Prestige	Cnr James St & Anzac Ave	Toowoomba	QLD	4352	07 4690 2333
Pacific Volvo	129 Sugar Rd	Maroochydore	QLD	4558	07 5458 9738
Rockhampton Prestige	Cnr Musgrave & Armstrong Sts	Rockhampton	QLD	4702	07 4922 1000
Tony Ireland Volvo Cars	Cnr Woolcock & Duckworth Sts	Garbutt	QLD	4814	07 4726 7700
Trinity Volvo	94 McLeod Sts	Cairns	QLD	4870	07 4050 5000

Western Australia

Premier Motors	393 Scarborough Beach Rd	Osborne Park	WA	6017	08 9443 1133
Barbagallo Volvo	1286-1288 Albany Hwy	Cannington	WA	6107	08 9231 9777

South Australia

Solitaire Volvo	32 Belair Rd	Hawthorn	SA	5062	08 8272 8155
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Northern Territory

Darwin Volvo	34 Stuart Highway	Stuart Park	NT	0820	08 8946 4444
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Tasmania

Performance Automobiles	281 - 301 Argyle St	Hobart	TAS	7000	03 6210 7000
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If undeliverable, please return to:

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

Rolling Australia

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PP 032699/00016

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