

# ROLLING

AUSTRALIA

NO.221 JULY/AUGUST 2015



VOLVO CLUBS MEMBER MAGAZINE

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# ROLLING

## Rolling Australia July/August 2015, Issue 221

The magazine for the Volvo Clubs of Victoria, South Australia (Inc Western Australia), Sunshine State Volvo Club, New South Wales, Sunshine State Volvo Club and the Volvo 1800/120 Club of Australia.

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# Victorian events calendar

July

## 1 (Wed)

### Night meeting, 8pm

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

## 19 (Sun)

### Monthly club run -Watch the website for details

August

## 5 (Wed)

### Annual general meeting

7 PM for free pizza dinner, followed by AGM starting at 8 PM. All positions will be declared vacant, and as always, we're looking for some fresh faces to take on committee positions and help out with running the club. If you would like to put your hand up for a position, please contact Heino or any other committee member and we will nominate you for the position. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St)

## 8 (Sat)

### Safety check/tune up day at Berry Motor Group (9am-2:30pm)

Come along for a chance to put your car on the hoist and have it looked over by the expert mechanics. Free to all club members. Coffee, tea, biscuits provided. First come, first served, subject to availability. 16 Thornton Crescent, Mitcham. Mark 0434 897 144.

## 14-16 (Sat-Sun)

### Club Run - National Rally in Sydney!

By the time you receive this magazine the deadline to sign up will have passed. For those attending, have a great trip!

September

## 2 (Wed)

### Night meeting, 8pm

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

## 5 (Sat)

### Malmsbury boys day out - Show and shine

The Volvo Club of Victoria is invited to attend this inaugural event. Event 10am to 2pm. More details as they become available.

## 27 (Sun)

### Club run: Bay to Birdwood Classic, Adelaide

A number of club members from Victoria (and other states) attend every year [for cars built from 1956-1978 only]. For full details and to receive an entry form see the SA club events calendar in this edition of Rolling. If you're attending from VIC, we need to advise the SA club as they have a dinner on the Saturday night. Contact Heino Nowatzky as we may drive over as a group.

October

## 2 (Wed)

### Night meeting, 8pm

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

## 24/25 (Sat/Sun)

### Club run: Motorclassica

As per usual, the VIC club will have a spot for approximately 10 cars on display with the other car clubs. Our attendance day will be either the Saturday or Sunday (to be confirmed). If you're interested in displaying your car, please contact Heino ASAP so we can coordinate and advise details as advanced registration is mandatory. Even if you don't have your car on display, it's a great venue and event if you enjoy seeing other club cars (outdoors) and high-end classic cars inside.

# President's Prattle



## CARS, CLUBS AND PEOPLE

I have been involved with the Volvo Club of Victoria for quite some time now both as a member and on the committee. Over the years I have met many of you and it is always better to put a face to a name. From the time I joined the club, in fact from the time I discovered Volvo's, both myself and my family have made lasting friendships and it would be right to say that Volvo's have changed our lives (for the better). Is it funny that a car can have that much of an effect on our lives? I think for many of you it has and again in a positive way. I enjoy all the facets that the club can offer and am immensely proud of the way the Victorian Club has evolved over the years. Greg has informed me that we have reached 300 members. This is a fantastic milestone, congratulations to you all.

As well as meeting many club members I am also in contact with people from other car clubs and even people who like Volvo's but don't necessarily like clubs. A sign of the times is the increased and prolific use of Social Media which, while there are some bold 'oldies' willing to give it a try, appears to be the domain of the younger generations. Some of the discussions on the social media are interesting but above all else I am amazed at both the technical ability and maturity demonstrated by many of our younger members.

Unfortunately it also seems to be the domain favoured by some less than savoury characters. It is quite possible to create elaborate and difficult to trace ID's and for some reason the thought of anonymity or the perceptions they cannot be identified does at times bring out the worst in people. I know the Moderators on the forums work very hard to protect the innocent but just take care. One of the ways to counter this problem is meetings arranged by the forums and I must say I quite enjoyed myself (hopefully I wasn't too boring). By all means use the forums and take the time to get

to know the other members of the forum, it is after all another way to share your passion.

One of the things that recently came up in the forum was the Volvo Clubs Magazine and since I have sweated through many years of firstly the in-house Victorian Club only magazine through to the magnificent magazine representing the whole of Australia, I think it may be time to refresh, inform and hopefully create a new group of savvy contributors to the magazine. Firstly the magazine is still produced wholly in-house, only the printing is contracted out. So the articles, photos, layout and postage are all done by very talented volunteers. I have asked Ben Winkler, our Editor; Greg Sievert, who collects the articles, pushes deadlines, manages advertisers and handles printing and postage; and Gerard, who is our official photographer; to provide some insight and hints over the next few magazines to give our readers a better idea on what works and what doesn't. Case in point is photos; you will note the magazine is produced in portrait format (upright). This creates special requirements when using photos as in most cases the photos we take are in landscape format (horizontal or across). The front cover must be in portrait although we can use landscape on the rear cover. I guess what I'm trying to do is get you to think a little bit more when taking photos that you would like to see featured in the magazine. Always use the highest quality photos you can, a low resolution photo taken on your phone might look ok on a five inch screen but printing is a funny thing and I will leave it to the experts to explain pixels and pixilation to you. With the National Rally only months away I would like to see some 'stunning' photos for the September / October edition, noting we will be delaying the deadline by a week to be able to include details from the National Rally.

*Until next time,  
Heino Nowatzky*

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# Ed's note



Wow is it cold. Not just cold, but -6° type of cold. Luckily we have a garage that just fits the Aurion so we're spared the pain of having to remove ice and get the car habitable before heading to work. As we're living in a group of units, our neighbour (who does weird shifts) is annoyed with the other neighbour (who doesn't) when he wanders out and warms up his diesel ute for 15 minutes before heading to work. As our neighbour likes to make fun of my Volvo ways, it's times like these that I enjoy rubbing in how the humble 240 has the cabin up to temp in two minutes regardless of the temp outside! The Toyota doesn't come close (so much for modern technology) and obviously the ute doesn't either!

I'll assume now that you've read Heino's article and that you're now thinking how best to take your photos for the magazine and website. Well, as Heino said, it's all about thinking through the process to the end result. If you want to take the next Rolling cover (and I encourage you all to have a red hot go!) then you need to think about how the photo will be used. It's a portrait cover, so taking the traditional landscape photo won't cut it. The cover has a masthead (the bit that says 'Rolling') and you can't have the super-duper bit of detail at the top of the photo - cause that's where the text is and you won't see it. Don't zoom in so the subject is right to the edges, it will be cut off when the photo is resized to fit the cover. Have a DSLR? Well make sure you use a high quality setting, and with memory cards being so cheap these days there's no excuse for not rattling off 3-4 shots per subject to see if you get it right.

Then there's subject matter. If it's a club car or other car of interest, how about including people interacting with the car, or people talking next to the car? How about showing the car in its surroundings? How about a different angle, maybe while sitting next to it? Another thing to remember is the surroundings

too, do you have a flagpole coming out of someone's head or a reflection of Uncle Bob picking his nose in the windows? Can you actually see the detail of the car or is it all sun glare?

If you think about these little things, you'll have some great photos to share that we can have on the cover or in one of the stories/galleries. We love getting submissions from everyone in the club(s) so get that camera out, think about the shot and start snapping!

I guess this leads on to stories as well. The easiest thing for me to say is to start writing up anything you'd like to chat about and send it in. If you're in the Victorian club then send it to Greg, if you're interstate then send it to the minion putting together your magazine. They'll love you for it (if you've done a spell check of course) and it'll make it into the mag. I do apologise to a couple of people this issue who have sent in stories but we don't have space for them this time around. I do apologise but it's turned out to be a bumper issue! The SSVC crew have put in a stirring effort and handed us a whopping six pages of northern sun-soaked events and photos - along with the usual great contributions from everyone else.

And finally, as Heino also mentioned, it's been an interesting time on social media with lots of Volvo enthusiasts coming together from around the world. I enjoy waking up to some crazy Swedish project and then getting the latest Volvo swaps locally and interstate. I did a little experiment asking members of one group (VEGA) where they were from and when discounting those that commented and didn't use the poll, the winner was QLD with 32, then NSW with 19, VIC with 15, TAS (my home state) on 5 then SA, WA and ACT on 3 each. We also had 2 from Europe and 1 from the USA. Pretty interesting spread!

*In the best tradition of Peter Harvey:  
Ben Winkler... Canberra.*



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# Victorian club noticeboard

## Membership update

As of 10th June we have 280 financial members and 20 members who are unfinancial, bringing our total member count to 300 exactly - well done! If you are unsure of your membership expiry date, please look at the label on your most recent club magazine as the date is printed on it. You should also receive a customised renewal form in the magazine when your membership is due. Please review your details and return the form with your

payment, or if you pay via direct deposit, you can email me any changes. Be sure to put your name and membership number in the direct deposit transaction description so we know where the money is coming from! 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).

## 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. Note for new Club Permits initiated beginning February 2015, the documentation required and forms have

changed with the new rules developed by VicRoads. 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: John Johnson, Heino Nowatzky and Greg Sievert.

## Excellence Child Seat Concept

Remember Volvo's Lounge Console for the new XC90? The one that replaces the front passenger seat with a footrest and storage for those that want to truly stretch out when travelling? Well, the idea has been expanded upon in true Volvo style with

the Excellence Child Seat Concept, where your precious cargo can now be visible to the driver or passenger in the rear seat, makes loading baby a snap, and of course add heaps of storage for baby related gear. *Clever. Photo: Volvo cars*



## WELCOME NEW MEMBERS (AS OF 17 APRIL)

Susan and Colin Poon  
(XC90)

Paul Crew  
(740)

Brendan Holwill and  
Lorraine Orchard  
(P1800S)

Peter Gough  
(Mercury)

Peter Smith  
(242GT)

Grant Connolly and  
Melissa McDonald (122)

Stellan and Farideh Aghili Brandt  
(XC90)

Lockie and Pam Wheeler  
(XC60, 240GL, 142)

Raymond and Susan Camm

Andreas and Erin Widengren  
(242GT)

Abbas and Leah Gulam  
(V70R, XC90 R-Design)

## TREASURER'S REPORT

The club's bank balance on 10th June was \$8907.15. For any questions about the club's finances, please contact Adrian Beavis on 0402 203 437 (AH)

## MAGAZINE POSTAGE (ALL CLUBS!)

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

## OLD ROLLING MAGAZINES AVAILABLE ONLINE

Daniel, Greg and myself have raided the cupboard and found as many old editions of Rolling Magazine as we could, and uploaded them onto the website. Believe it or not, we've actually gone all the way back to 2003 - that's issue number 150! Enjoy the glory at: [volvovic.org.au](http://volvovic.org.au)



# 700/900 series register

Hello Club members, welcome to another issue of Rolling magazine. As the new register captain for 700 & 900 series I would like to take this opportunity to introduce myself & share my Volvo stories. But first I would like to thank Rod Patton for passing this position to me, as well as Rob's continued contribution to the club.

My Volvo story began when I was 10 years old, my family had just immigrated to Australia from Taiwan and my parents bought an ex-demo 1990 model 740 GL. At the time this was the 3rd Volvo 740 in my extended family in Australia, my father's two sisters who immigrated just before us had already bought a 740 GL and 740 GLE 16 Valve respectively, both 1990 models as well. I learnt to drive in our 740 GL when I turned 17 and eventually it was handed down to me. At the time I wasn't particularly enthusiastic about Volvos; I abused the car as I thought it was "un-cool" and treated it with very little respect. This continued for about a year until I started to notice that it handled my abuse extremely well, and because of this I started to grow fondness out of respect. And while I had initially thought of turbocharging it, adding racing stripes



& harness seatbelt, I instead added genuine Volvo accessories & converted the manual air conditioning to Electronic Climate Control, thus making the slow journeys more pleasant!

When I was 21 I made my very first car purchase, a 1973 model 164E. This is one of the only two non-700 & 900 series that I've ever owned to this date. 4 years after this I moved to Taiwan for my first job. While I was there I owned a 760 GLE and 740 GLT 16 Valve, both 1990 models. The 760 GLE was an Asian spec (market code 45) with a B280E engine under the bonnet which produced 170hp, a whopping 23hp more than the B280F that came to Australia thanks to different cylinder head &



camshafts as well as the lack of catalytic converter. The 740 GLT 16 Valve was a West German spec (market code 18) and is identical to a 740 Turbo in every aspect apart from the B234F engine & AW72L transmission, including stiffer suspension, egg-crate grille & black window trims.

Fast forward 4 years and I came to the realisation that living & working in Asia wasn't for me. Determined to leave, I ended up in New Zealand for my next job. Not long after I landed there I was already the owner of two Volvos - a 1991 960 and 1990 760 GLE, both Japanese spec (market code 50) with B280F engines. I also got married around this time & my newly-wedded wife felt the 960 was too big for her. So I started looking for another Volvo & initially I intended to find something smaller (I had the S40/S60 in mind). But when I came across an S90 Executive long wheel base model I knew I found the right car for me. In the end, instead of buying my wife a smaller car, I bought myself a bigger car to prove that her car is smaller! Externally identical to the S90 Royal that came to Australia, my S90 Executive has only two seats in the



rear but they are heated & electrically adjustable for height & tilt, divided by a rear centre console that housed rear seat air conditioning & controls for the stereo. It also has a somewhat unusual history as it was manufactured in Sweden and assembled in Thailand (factory code 4) to Indonesian spec (market code 87), but instead went to New Zealand via Malaysia as a brand new car!

I eventually bought my wife a Japanese spec standard wheel base S90 and sold the 760 & 960. Both S90s served us so well that when my current job took me back to Australia in 2013 I privately imported both cars. The cheapest way to import from New Zealand is to put them onto a RORO (Roll on, Roll off) ship which means sending them up to Japan then down to Australia! The journey itself is 5 weeks long, then there's customs clearance and compliance once it arrives, so I bought a 1999 model V70 2.5T as a runabout when I first arrived back in Australia - my second non-700 & 900 series which is also the first FWD & first turbocharged car that I've ever owned. However after 3 months of ownership I still couldn't get used to the driving & handling characteristics of a FWD, especially that horrendous turning circle! So when both S90s arrived in Australia & were registered I quickly sold the V70.

My latest addition, purchased at the start of this year, is a 1996 model 960 Estate, UK spec (market code 15) with a B6254FS engine under the bonnet - 2.5 litre version of the B6304FS straight 6 which was not available to the Australian



# 200 series register

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Welcome to this issue's 200 Series Register Page. Just a short and sweet offering from me this month. Short that is, with regard to my written contribution, and sweet in terms of the vehicle I'm profiling. Fellow Volvo enthusiast and 240 series devotee Karl Zermat, of the New South Wales Central Coast, recently got in touch with me via email to show me his immaculate and original 1977 244DL. Resplendent in its period colour of gleaming mustard yellow, this outstanding original example of an early 200 series wasn't known to me, but it seems I was behind the times with that, as the car is becoming something of a celebrity in the advertising media. Karl has readily offered his 244 for media work and in

recent months the car has featured in adverts for Wrangler clothing, and will soon be appearing on billboards in 7-11 stores for Oak milk. Exactly how an old Volvo relates to the latest designer milk drink remains to be seen. Karl also owns a 740 sedan which has had similar exposure, having done filming for a McDonald's advert as well as for a TV show to be aired next year.

Regarding the 244, Karl writes, *"A couple brought this Volvo 244 brand new and owned it for years. It spent most of its life in the Hunter Region, having been cared for lovingly. The car was then sold to an elderly couple and they owned it for 3 years. One day I was driving past the couple's property, and saw it parked up. I stopped and spoke*

*to them, and told them If they ever wanted to sell it, I'd be interested! Years went by, and I visited the old couple frequently. Then one day they phoned me and asked whether I'd still like to buy it? I couldn't get down to the bank quick enough! So I am the proud owner of that beautiful car for many years now myself. It is known as "Bernadette". I love to keep her clean, and find admirers wherever I go".*

Thanks Karl, for that contribution, and for the beautiful accompanying photos. I wish you many more years pleasant motoring with the car. And until next time, I wish all members the same with their own Volvos.

Mark Hoffmann  
200 Series Register Captain



market. This car joined us as a daily driver alongside the standard S90, which has allowed me to semi-retire the S90

Executive for club & special events only.

I pride myself on knowledge of the 700 & 900 series and spend a lot of spare time going through parts database, wiring diagrams & Volvo's "new car feature" service manuals which are an excellent source of information regarding subtle

changes between model years. Having owned Volvos of a few different market

specs I also have good knowledge of the peculiar features found in certain markets, such as the exhaust temperature overheat warning system only found on Japanese specs, or a special bulb failure warning relay which has a built in brake lamp integrity check feature only found on German specs. I'm also devoted to upgrading my cars using only genuine Volvo parts, so only true Volvo enthusiasts would recognise the subtle upgrades. If there's anything you'd like to know, any questions regarding the 700 & 900 series please feel free to contact me. If I don't know the answer straight away I'd be very keen in finding out for you!

William Liao  
700/900 Series Register Captain  
0481 277 815, [volvo740@gmail.com](mailto:volvo740@gmail.com)

# Grumpy: Two volvos and one holden

At the March meeting of the Victorian club Neil Williams and his friend John gave a spirited story of the first days of selling the 122s model all around Victoria. Basically the cars sold themselves. It is hard to cast your mind back to the 1960's but the car industry was only just getting back to normal after the long winter of post-war reconstruction.

Australia was booming as a result of the Korean War.....huge demand for wool. Other primary production of wheat, meat and dairy products were also selling well on world markets. Cars were beginning to flow in but in the 1950's there was pent-up demand; but American cars were unobtainable because the Australian pound was tied to the Sterling currency block and that meant only cars from Europe and Britain were imported into Australia.

At the end of his talk Neil fielded questions from the club members. He was asked "How does the 122 compare with today's cars?" This was a loaded question because the 122 [Amazon] was built from 1956 to 1970 for the demands of the time and using existing technology. The blunt answer is that it does NOT! But in many ways it was ahead of its time.

The 122 model was a Sedan car manufactured by Volvo, with 4 doors and - 4 seats. The curb weight was 1090 kgs and it was equipped with a naturally-aspirated In-line 4 cylinder, 8 valve, Petrol motor. The engine



The 122s "Amazon" 1956 to 1970

produced an maximum peak output power of 64 kW at 5400 rpm and a maximum torque of 140.0 Nm at 5400 rpm, and it is positioned in Longitudinal alignment in the Longitudinal of the vehicle. The power is transmitted to the road by a 4 speed Manual gearbox, and the type of traction drive system used is rear wheel drive (RWD). With this drive-train, the 122 S goes from 0 to 100km/h in seconds (0 to 60mph in 14.40 seconds) and is capable of reaching a maximum top speed of 148 km/h. Good road holding, handling behaviour and ride comfort, the 122 has independent front suspension mechanism, and in the rear suspension a live rear axel with coil springs.. As for stopping power, the 122 braking system includes disk brakes at the front and drum brakes at the rear. The Amazon shared the wheelbase, tall posture and high H-point seating of its predecessor, the PV 444 and was offered two-door sedan, four-door sedan, and a five-door wagon body styles. In 1959 Volvo became the world's first manufacturer to provide front seat belts as standard equipment on all the cars, including the export models —

later becoming the first car featuring three-point seat belts as standard equipment.

By the end of production, 234,653 four-door models, 359,917 two-door models and 73,220 station wagons had been produced, of which 60% were exported. A total of 667,791 vehicles.

## COMPARED TO THE S40 OF 2000

The S40 was some 40 years advanced from the 122s in both mechanicals and body. The body was much more streamlined and the drag factor much lower. The front-wheel drive system allows more room in the people cabin. The motor is very smooth and powerful



and the cabin is very quiet due to good soundproofing.

## Engine

Liquid cooled gasoline, 4-cylinder, and in-line engine. Aluminum alloy cylinder block with cast iron cylinder liners cast directly into the block. Aluminum alloy cylinder head with double overhead camshafts and separate intake and outlet channels.



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Engine lubrication is provided by an eccentric pump driven from the crankshaft. Full flow type oil filter. Exhaust emission control is accomplished by multiport fuel injection, a heated oxygen sensor and a three-way catalytic converter.

Designation Volvo B 4204 T2  
 Output 118 kw at 5100 rpm  
 (compared with the  
 64 kw of the 122s)  
 Max torque 230 Nm at 1800-4800 rpm  
 Number of cylinders 4  
 Bore 3.27" (83 mm)  
 Stroke 3.54" (90 mm)  
 Displacement 1.95 litres  
 Compression ratio 9.0:1  
 Number of valves 16

I have driven the 122 and the S40 on the same day and if I had to choose between them my brain would say the S40; but my heart would say the 122... it is more fun!

### THE 122 COMPARED WITH THE FJ HOLDEN.

The Holden was of the same period as the Volvo. But the FJ Holden had been replaced by a new model before the first Volvo arrived,

The Holden FJ which was took Australia by storm was sold from 1953 to 1957 and was just ahead of the 122s by a few years. They were never in direct competition as the Volvo 122s was initially sold in Sweden and America from 1956 and did not arrive in Australia until 1961. But they were both the different car design teams in America and in Europe.

The American design was to produce basic cars with six cylinders and big capacity motors and the speed gear



Holden FJ Standard Sedan

boxes, and six volt electrical systems. The European attitude was to produce small capacity motors with high efficacy and good road holding. They were also quicker to adopt disk brakes. The Holden FJ series is a range of motor vehicles which was produced in Australia by General Motors-Holden's from 1953 to 1957. The FJ was the second model of an "all Australian car" The FJ, of monocoque construction, broadly followed the silhouette of its predecessor, but featured a bolder horizontal styled front grille. Originally specified as 45 kW achieved at 3,800 rpm, the claimed maximum power output from the six-cylinder engine was increased to 48 kW achieved at 4,000 rpm. [compare with 64 kw of the Volvo] The FJ was an extremely basic car. The gear shift was on the steering column to allow 3 people to sit on the front seat and 3 could squeeze onto the rear seat.

The body looked good in comparison with 1930 designs that had been resurrected in the 1950's.

The roadholding was poor as the springs were soft and only the leaf-springs located the solid rear axle which moved sideways during heavy cornering at speed. As purchased from the dealer there was no heater and no radio. You paid extra to have them fitted after delivery. It seems strange today to think of a car without turn indicators - but they only became a legal alternative to hand signals later! The 6 volt system meant dim yellow headlights and the single red light on the trunk had one globe that doubled as tail light, stop light and number plate light.

When the 122 first went on sale in Australia it was fitted with a 1.6 litre motor, with a single carburettor but fortunately this was quickly replaced with a 1.8 litre motor with twin SU carburettors.

The sales of the 122 were slow at first as the majority of Australians had never heard of the make and were more used to the 3 big American companies General Motors, Ford and Chrysler. People felt they would be secure for servicing and spare parts. When the final version of the 122 arrived with a 2 litre motor and power brakes Volvo was well established as a tough, safe and reliable car.

(Volvos forever!)

*Grumpy*

# BERRY MOTOR GROUP

T/as Volv-Rek and Carson & Murphy

## VOLVO SPECIALISTS

### SERVICE & REPAIRS

Email: [sales@berrymotorgroup.com.au](mailto:sales@berrymotorgroup.com.au)

Web: [www.berrymotorgroup.com.au](http://www.berrymotorgroup.com.au)

16 Thornton Cres. Mitcham 3132

Phone: 9874 5544 / Fax: 9874 8833





**Federation Square display day**









## Winton Histories









## XC90 launch





Yarra Glen run, 17 May 2015



# South Australian Club



## Volvo Car Club Of South Australia

(Incorporating Western Australia)  
P.O. Box 218  
Torrensville Plaza, SA 5031

**President**  
Chris Allen  
0408 519 111

**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

### Historic Registration Registrars

David Bennett 08 8556 5157  
Ken Bayly 08 8293 2784  
Craig Rasmussen 0428 529 372

### Events Committee:

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

### Correspondence

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

Please note that all SA Club related  
magazine submissions should be  
sent to: Craig Rasmussen

[www.volvocarclub-sthoz.org.au](http://www.volvocarclub-sthoz.org.au)



## Bay to Birdwood Classic - 27th Sept 2015

Application forms for this year's Bay to Birdwood Classic are now available. Members who have participated in the past should have received an application in the mail in mid June. Once again the total number of vehicles will be capped at 1750, so try to get your application in early. Note that eligible vehicles must have been built between 1st January 1956 and 31st December 1978.

As with past events, the SA club will host a dinner on the Saturday evening before the event to welcome any interstate club members who wish to participate with us this year.

For those new to the Bay to Birdwood Classic: The Bay to Birdwood Run Committee was formed in 1980 and is the organiser of the traditional Bay to Birdwood Run for pre-1950 vehicles. It is the largest most continually staged motoring event for veteran, vintage and early classic vehicles anywhere in the world. The inaugural Bay to

Birdwood Classic was held in 1997 for vehicles built from 1st January 1945 (and at least thirty years old). The event initially commenced at Glenelg ("the Bay") with the Run finishing, as it still does, at the National Motor Museum, Birdwood. This is a 70 kilometre route which travels along metropolitan main roads, past over 100 000 spectators, until it reaches the foothills where the remaining 20 kilometres are a one way route through the scenic Adelaide Hills. The Start is now located at Barratt Reserve, Adelaide Shores, to facilitate the increasing entrant numbers and to provide for spectator access amongst the vehicles.

For more info visit:

[www.baytobirdwood.com.au/the\\_classic.html](http://www.baytobirdwood.com.au/the_classic.html), facebook/  
baytobirdwood, or twitter/  
baytobirdwood #baytobirdwood.

Or contact any of the SA committee for more info and for an application form to be sent to you.

## Calendar

### July

#### FRIDAY - 10TH JULY ANNUAL GENERAL MEETING

7:30pm - CCC Rooms, Glandore Community Centre, Clark Av, Glandore.

Members with vehicles on Historic Registration please remember to bring along your completed Stat Dec, Log Books and Registration (Blue form) for stamping.

#### SUNDAY - 26TH JULY MID YEAR LUNCH

12.30pm - Warradale Hotel, 234 Diagonal Rd, Warradale.

A great day to relax and catch up with other members. Please advise your attendance (or not) by Friday 10 July so that numbers can be confirmed with the hotel. Email: [coltri@bigpond.com](mailto:coltri@bigpond.com) or Tricia 0427 976 915

### August

August - Event to be determined. Please keep an eye out for an email update.

### September

#### FRIDAY - 12TH SEPTEMBER CLUB GENERAL MEETING

7:30pm - CCC Rooms, Glandore Community Centre, Clark Av, Glandore.

#### SATURDAY - 26TH SEPTEMBER DINNER WITH INTERSTATE CLUB MEMBERS

6:00pm - Venue to be advised.

#### SUNDAY - 27TH SEPTEMBER BAY TO BIRDWOOD CLASSIC

7:00am - Meet in car park of the Adelaide Shores Function Centre (Woolshed), Military Rd, West Beach. Entrants to assemble so we can arrive at Barrett Reserve starting point as a group.





## South Australia Autumn Vintage and Classic Vehicle Rallies

Autumn in S.A. is a popular time for the public to enjoy Vintage and Classic vehicles. The McLaren Vale event (about 35Km South of Adelaide) was held in fine weather on Sunday 19th April when the public lined the Main Road in McLaren Vale from 11a.m. to enjoy for more than an hour, a parade of more than 400 vehicles. It started from Serafino Winery and followed a short scenic drive of the area via the Main Road then ended up at various designated nearby wineries which had catering and entertainment for the public. Unfortunately for Volvo supporters there were only two Volvos, a white 1800ES (Anatoly Patrick) and a yellow P1800 (Jeff Bullock).

The next opportunity was the final day of the Kernewek Lowender Cornish Festival held at Kadina every two years, over a week with many events for an estimated 40,000 people visiting the towns Kadina, Wallaroo and Moonta. The Copper Coast Classic Cavalcade was held on a fine, cloudy Sunday 24th May for vehicles built before 1985.

To register by 10a.m. for the Cavalcade start at Wallaroo, required the S.A. Volvo Car Club entries to leave the Adelaide Metro area well before dawn when the minimum temperature was a chilly 5°C for an assembly by 7 a.m. at

Hotel Car Park North of Adelaide, then set out for Port Wakefield to pause for a comfort / warm food break for those who had not had breakfast or wait for the Lions Club cooked breakfast at Wallaroo.

By 9.30 a.m. Wallaroo had more than 485 registrations. Our club entries represented Volvo models over 3 decades: 1965 - Colin and Tricia's 122S; 1976 - Ken's 244DL; 1984 - Ron's 240GL. There was an interesting range of registrations, motorcycles, trucks, hotrods, caravans, left hand drive vehicles plus a hearse.

From 10a.m. entrants cruised past the Ferry Terminal, Wallaroo Hospital, Railway Station for Moonta (18Km) past the Moonta Hospital, Port Hughes Jetty, Caravan Park and Tourist Park, Farm Shed Museum to Kadina township and Oval (another 18Km). Thousands of spectators lined both sides of the roads to enjoy the passing parade with many camera tripods, cameras, smart phones and ipads recording the event. Many waved, some were more vocal: "Volvos!, Where is your hat?, Bloody Volvo Driver". We noted on the side of the road the Royal Automobile Association yellow van providing assistance to the engine compartment of a Rolls Royce entrant who had not broken down, but

rather had "failed to proceed", and was able to arrive at Kadina Oval, one of three near a restored Hearse.

Our group arrived at the Kadina Oval around 11.30 a.m. and setup collapsible tables and chairs for our enjoyable picnic lunch which included five guests who travelled with us and enjoyed an entertaining and relaxing time. The Oval featured a licensed venue Old Style Rock 'n' Roll band on a stage with dancers on a dance floor, sideshows, food (Cornish Pasties), drinks, stalls, many vehicles on display plus motorcycles. Ken has a challenge of spot what is different about the exterior of his recently acquired 244 which he is still getting to know. Great road trip to test it out. After the presentation of trophies (4p.m.) our group departed for the trip home. A great day out.

Members of the public who have fond memories of old Volvos might wonder, where are they all? Are they roadworthy or secured in museums, garages, barns not exposed to sunlight or unable to be driven because their owners are working. Alive and rolling or an endangered species in S.A.?

*Ron Badcock*

# SUNSHINE STATE VOLVO CLUB INC MEMBERSHIP APPLICATION



Members please fill in all details so we can keep our records current with correct information.

☐ New application

☐ Renewal

**Annual Membership Fee is \$40 for Adults or \$20 for Students and Pensioners** for 12 months membership from the date of payment. For all membership inquiries please contact Mr John Dempster, Secretary, on (07) 4659 9774 or Mr Rod Wilson, President, on (07) 3348 8085 A/H

## Your details:

First Name: ..... Surname: .....

Partners Name: .....

Postal Address: .....

..... State: ..... Postcode: .....

### Contact Numbers:

Home: (    ) ..... Work: (    ) .....

Fax: (    ) ..... Mobile: .....

Email: .....

**Note:** Only show preferred contact details. Email is useful for last minute information updates.

## Your Car(s) Details:

Model	Year	Colour	Reg No	Engine No	Body

I / We wish to apply for New / Renewal membership of the Sunshine State Volvo Club Inc. I enclose a Cheque / Money Order / Paid by Cash to Secretary:

For \$ ..... Signature ..... Dated: .....

Please send this form with payment to: SUNSHINE STATE VOLVO CLUB- 8 TALINGA ST., Toowoomba 4350. We thank you for joining the Sunshine State Volvo Club.

**For Club Action Only: Receipt No:** ..... **Records updated by initials:** .....



# Sunshine State Volvo Club



Sunshine State Volvo Club Inc  
8 Talinga St, Toowoomba 4350

ssvc.org.au  
facebook.com/sunshinestatevolvoclub

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**Web/Social Media/Magazine**  
Rob Eldridge  
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webmaster@ssvc.org.au

## Welcome to our new members

Vic Austin  
Debbie Dearling  
Nino Bradic  
Mike Beamish  
Johan Agardh  
Ryan Skoarup  
Noel Gwynne  
Bede Maynard  
Boden Matthews  
Trevor McCarthy

## Total Membership

30 and growing

## A Note From Our President

Greetings to Volvo owners everywhere.

"The time has come the Walrus said"... for the Sunshine State Volvo Club (SSVC) to set a better standard for our contributions to 'Rolling' magazine. With that in mind and with the help and dedication of several members, a new look for our pages in 'Rolling' has evolved. Our hope is that everyone enjoys the content contained herein.

Although Clayton is now away for several months, his 'Car Cock Ups' section will still continue in these pages, along with our events calendar and various reports on club activities.

As the national rally looms ever closer, everyone from the SSVC who is attending is working hard to ensure that their Volvos are in peak condition in readiness for this exciting event. I would like to take this opportunity to wish all attendees every success at the nationals and safe travels to and from the event.

To Peer and Maida, and the GLT Car Centre, many thanks for putting on the tech day for our members. Your expertise and generosity was very much appreciated by all who attended.

Winter is now upon us so please keep your Volvos warm.

*Rod Wilson*  
Club President



## Membership News

As Sunshine State Volvo Club approaches its first AGM, reflection on membership growth is appropriate.

The first meeting in October resulted in seven people paying membership & allowing the club to be incorporated. The latest growth spurt happened at our tech day when five new members signed on the line.

We welcome these members & all others who have grown our club to a total of 30.

Members range from new Volvo owners, young enthusiasts, families, to the 'oldies'. It is good to see Dads bringing their sons, whole families attending events and partners supporting the Volvo enthusiasm.

A number of members maintain a dual membership with the 1800-120 club & it is great to have their input & attendance. Our membership is not just numbers but regular attendees.

Well done & keep it up!

*John Dempster*  
Club Secretary/Treasurer

# SSVC Events Calendar

For a full list of events and further details visit us on facebook or [ssvc.org.au](http://ssvc.org.au) or alternatively contact our Events Director, Alan Milligan on 0433 987 601.

July	05	<b>Christmas in July Drive and Lunch to The Historic Rosevale Hotel</b> Meet at the Calamvale Hotel, Compton Road, Calamvale, 4116 at 8.30am for a 9.00am departure. 2nd Meeting point and Morning Tea at the Kooroomba Winery & Lavender Farm, 168 FM Bells Road, Kooroomba, arriving at approximately 10.30am and leaving latest by 11.45 am for the drive to Rosevale Retreat Hotel. Arriving for Christmas Lunch at the Rosevale Retreat Hotel Lunch at 1.00pm RSVP's to Alan Milligan on 0433987601.
	25	<b>Technical Day at Lindsay Street Service Centre, Toowoomba</b> Mark Richardson of VP Tuning Melbourne and a member of the Volvo Club of Victoria is kindly hosting a technical day for SSVc members at the Lindsay Street Service Centre, Corner Lindsay and Campbell Street, Toowoomba You can join the organised drive from Brisbane or meet there, see the website for information. For further details see our website, facebook or contact Alan Milligan on 0433987601.
	25	<b>Annual General Meeting in Toowoomba</b> The 2015 Sunshine State Volvo Club Annual General Meeting will be held on Saturday 25th July 2015 in Toowoomba following the Technical Day, This has had to be rescheduled after the cancellation of the Photoshoot on the 18th For further details see our website, facebook or contact the Club Secretary, John Dempster on 07 4659 9774.
	31	<b>V8 Supercars, Ipswich SuperSprint at Queensland Raceways, Willowbank</b> Come along and have the opportunity to meet Garry Rogers Motorsport management and the team and of course enjoy a great weekend of V8 racing. Further details will be confirmed by mid July following consultation with the GRM team, check our website or facebook for more information
August	14-16	<b>Volvo Clubs of Australia National Rally in Sydney, NSW</b> The Volvo Car Club of NSW are holding the 2015 Event, visit <a href="http://www.volvocarclubnsw.com">www.volvocarclubnsw.com</a> for more information
	16	<b>Drive to the Flying Nun Cafe in Samford, QLD</b> We are holding an alternative drive for those who cannot attend the national rally, we will be driving to the Flying Nun at Samford for a late lunch. Starting at our regular Blacksoil gridline, and travelling via Wivenhoe Dam for morning teas and coffee at Cormorant Bay, Brisbane Valley Highway. We then continue via Mount Glorious to Samford for lunch. For further details see our website, facebook or contact Alan Milligan on 0433987601.
September	20	<b>Morning Drive to Flutterbies Cafe, Tyalgum</b> We are proposing a really early morning start to allow us to enjoy this exciting road followed by a mid morning breakfast/brunch for everyone. Meeting arrangements to follow shortly For further details see our website, facebook or contact Alan Milligan on 0433987601.
October	31	<b>Volvo Show and Shine Day at GLT Car Centre</b> The 1800-120 Club has extended an invitation to SSVc members to attend their Volvo Show and Shine Day for all classic to modern Volvo cars at GLT Car Centre in Capalaba. RSVP before Sept 30th to <a href="mailto:mia6587@bigpond.com">mia6587@bigpond.com</a>





## SSVC GLT Technical Day

Peer and Maida Skaarup kindly hosted our first SSVC Technical Day at GLT Car Centre and on a sunny May morning, some 22 Volvos arrived over the morning with members and their families.

Following a short introduction, Peer chatted on technical matters, offered advice and gave members the opportunity to inspect their cars on the workshop ramps, which as you can see from the images, were kept very busy through the morning.

One trusty 240 owned by Matt Williams even travelled up from Sydney to meet and greet the SSVC members. Matt definitely wins the most travelled event award....

The morning also allowed members and families to socialise and to enjoy the refreshments, BBQ and home baking co-ordinated by Maida, Estelle and Debbie.

On behalf of the Committee and members, we extend our thanks and appreciation to Peer, Maida, Estelle and Debbie.

Looking forward to the next one....

*Alan Milligan*  
Events Director







## Drive to Sketches Cafe, Ravensbourne National Park

An absolutely beautiful day greeted us for the Sketches run. With our master organiser out for the weekend I stepped in to oversee, hence my dribble!!

After a few stops to collect ourselves we eventually pulled into the Floating Cafe at Grantham, great staff, better coffee, just the kick start I need in the morning. We chatted for a bit, admiring the rare sight of two 262's parked next to each other as well as the Amazon with L plates, then it was off to Sketches.

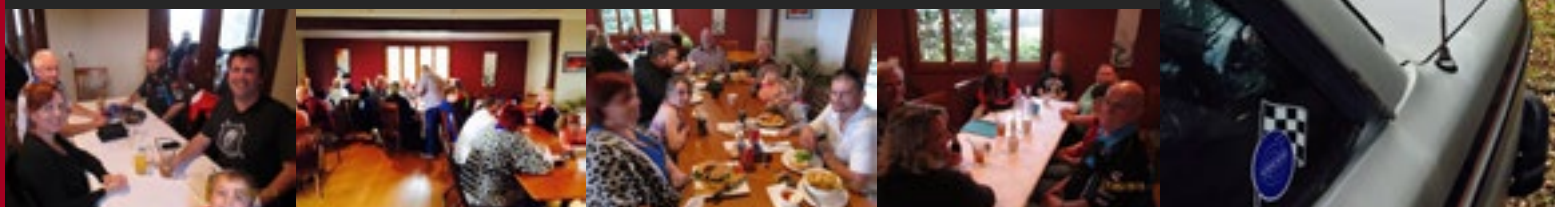
Now if you know me, you would know I love a good drive as much as anything and the road from Grantham up through Murphy's Creek and North of Toowoomba is no exception. My 242GT at the front of the pack just lapped up the road,

and I must say it is truly an awesome sight to look in the mirror and see Volvo enthusiasts doing the same.

We eventually pull into a driveway and hidden amongst trees but with the most picturesque views sits Sketches. Parking amongst the trees we head in to what could be described as a warm friendly tea house feel. The food was fantastic but at the end of the day you can't beat the company.

So thank you to Alan Milligan for organising this day, though you missed it and thank you for the opportunity to co-ordinate the day. Thank you again to everyone that came out and supported the SSVc.

*Jared Wilson.*



## Dinner at EFES One Turkish Restaurant

The first social evening of the Volvo club was held on the 11th of April at a Turkish restaurant called 'Efes One' located at 293 Sandgate Road, Albion.

The event attracted a good turnout and despite parking issues, all arrived on time. The club was well represented, with eight members attending plus the added bonus of the arrival of two potential members from the Sunshine Coast.

As most will know, EFES is the name of a very popular Turkish Beer which is readily available in this restaurant.

The combination of good food and good company in a very relaxed environment was heightened by the arrival of a belly dancer who gave a great interpretation of various dances. Audience participation was encouraged, but those Volvo drivers present definitely could not replicate the required gyrations, however we did enjoy the efforts made by other restaurant guests.

Efes One was the first Turkish restaurant to open in Brisbane, established in 1993 and has recently received a local award from The Urban List (may be Urban Spoon ??)

As a group we selected one of the 'banquet menus' that was enjoyed by all, washed down with a few beers and the delicious treat of Turkish apple tea. The restaurant staff were very attentive and helpful and in essence, it was a very pleasant social evening out for all who attended.

Our thanks go to the organisers for their efforts.

Attendees included: Clinton Priddle, Ryan Skaarup, Peer and Maida Skaarup, David & Debbie Korasz, Lee & Peter Walsh and Alan & Lesley Milligan

*Alan Milligan*





## Claytons Car Cock-ups

### Oil Change Instructions for Women:

1. Drive in to UltraTune when the odometer reaches 10,000kms since the last oil change.
2. Drink a cup of coffee, read paper (both of which are free).
3. 15 minutes later, swipe the Visa and leave with a properly maintained vehicle.

#### Money spent:

Oil Change: \$40.00

Total: \$40.00

### Oil Change Instructions for Men:

1. Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, swipe the Visa for \$50.
2. Stop by the Bottle Shop and buy a slab of beer, swipe the Visa for \$40, drive home.
3. Open a beer and drink it.
4. Find jackie/windie thingie & jack car up, Spend 30 minutes looking for jack stands.
5. Find jack stands under caravan.
6. In frustration, drink another beer.
7. Place drain pan under engine.
8. Look for 19mm ring spanner.
9. Give up and use a shifting spanner.
10. Unscrew drain plug.
11. Drop drain plug in pan of hot oil, splash hot oil on yourself in the process. Curse and swear.
12. Crawl out from under car to wipe hot oil off face and arms. Throw kitty litter on spilled oil.
13. Have another beer while watching oil drain.
14. Spend 30 minutes looking for oil filter wrench.
15. Give up, crawl under car and hammer a screwdriver through oil filter and twist off.
16. Crawl out from under car with dripping oil filter splashing oil on to boots and everywhere else, from holes. Cleverly hide old oil filter amongst rubbish in rubbish bin to avoid environmental penalties. Drink a beer.
17. Install new oil filter making sure to apply a thin coating of oil to gasket surface.
18. Dump first litre of fresh oil into engine.
19. Remember drain plug from step 11.
20. Hurry to find drain plug in drain pan.
21. Drink beer.
22. Discover that first litre of fresh oil is now on the floor. Throw kitty litter on oil spill.
23. Get drain plug back in with only a minor spill. Drink beer.
24. Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid shifter while tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame.

25. Begin swearing.
26. Throw stupid shifting spanner.
27. Swear for additional 5 minutes because spanner hit bowling trophy.
28. Drink beer.
29. Clean up hands and bandage as required to stop blood flow.
30. Drink beer.
31. Dump in five fresh litres of oil.
32. Drink beer.
33. Lower car from jack stands.
34. Move car back to apply more kitty litter to fresh oil spilled during any missed steps.
35. Drink beer.
36. Test drive car.
37. Get pulled over and arrested for driving under the influence.
38. Car is impounded.
39. Call loving wife, make bail.
40. 12 hours later, get car from impound yard.

#### Money spent:

Parts: \$50.00

Driving Under Influence fine: \$2500.00

Impound fee: \$75.00

Bail: \$1500.00

Beer: \$40.00

Total: \$4,185.00

But you know the job was done right!

## Sunshine State Volvo Club Website - [www.ssvc.org.au](http://www.ssvc.org.au)

The club website is now live, please check it out. You can see all of our upcoming and past events.

You can also find our contact details, download a membership application form and find links to some handy websites.



## One of Ours:

Volvo's P80 platform was first introduced as the 850 in 1992. It was a significant change for Volvo in that it saw the introduction of the 5cyl 'whiteblock' engines along with the introduction of front wheel drive (and later all wheel drive) to its mid-size vehicle lineup. The 4 series cars, introduced in 1985, were the first front wheel drive vehicles for Volvo and had proven to be very successful in some markets.

In 1996 (1997 in Australia) the heavily facelifted 850 sedan was renamed the S70 and the wagon the V70, to reflect the naming convention introduced with the 1996 S40. We see this on Volvos to this day.

In 1998, a couple of years before the convertible was introduced, the C70 coupe was released, saffron pearl metallic being its signature colour. The C70 was produced in collaboration with TWR (Tom Walkinshaw Racing) and was the first luxury coupe since the 262C ceased production in 1981, the 780 filled the gap for a period but we did not see these in Australia.

Clinton's C70 is exactly that, a 1998 saffron pearl metallic coupe. It is a very clean example and is an absolute credit to him.

Like most of us, Clinton is not a one time Volvo owner.

"One of my first cars was a 240 in baby blue" "After living in Sweden for 10 years I fell in love with the saffron colour, especially on the coupe"

When this one came up for sale in Sydney in 2011, he jumped at the chance.

"When I bought the car, it had front end damage. The car had driven into a 4WD, and the towbar of the 4WD had gone through the radiator, intercooler etc and damaged the bonnet, My first goal was to repair this, which took just over a year as I did it all myself and am generally time poor. Once I had the car on the road, I then took on maintenance items and replaced all engine mounts, suspension and steering rubber to get the handling back into shape. I have an M56 (5-speed) and an M66 (6-speed) in the garage, still haven't decided which is going into the car"

The AW50-42LE auto transmission is quite ok, but you need to drive one with a manual transmission to truly appreciate the way these vehicles perform.

"I love tinkering with this car and am modify the ECU almost constantly. It has taught me much about modern engine management systems, which has made diagnostics of other problems much easier. As a bonus, I have shaved several seconds off my 0-100 times."

Although there will always be arguments from the RWD only enthusiasts, There is no denying that a saffron C70 Coupe is a modern Volvo icon and Clinton's is as nice an example as you will find.

*Rob Eldridge*



Owner: Clinton Priddle

Vehicle: 1998 C70 Coupe

Engine: B5234T3 2.3L 5cyl  
High Pressure Turbo (T5)

Trans: AW50-42LE 4-spd Auto

Colour: Saffron Pearl Metallic

Interior: Beige Leather/Alcantara

Wheels: 18" BBS 'Triton'

Mods: Exhaust,  
Suspension (coilovers),  
ECU (DIY tune),  
Larger fuel pump and  
fuel pressure regulator.

Larger injectors.

20T turbo.

All aluminium intercooler  
and radiator.

Aftermarket headlights.







## Volvo 1800-120 Club Australia Inc.

P.O.Box 6522 Tweed Heads South NSW 2486 - phone 07 5524 7158

### President

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### Vice President

Jeff Turner 07 3890 1993

### Secretary/Treasurer & 1800-120 Magazine

Vicki & George Minassian  
[secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

### Events Directors

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 Maida Skaarup 07 3345 1596  
 Martin Thomson & Gaye Carey

### NSW Representative

Guy Smith 02 4739 8127

### Membership

Joining fee .....\$5.00

Annual Membership .....\$35.00

*Download membership form from  
 Club website or email Secretary*

Life Members: Kevin & Margaret  
 Greenaway

128 Members

## President's Report

Family! Work! Cars!

These are 3 important things in the life of Your President. The same is perhaps true for most people for nos. 1 and 2.

What about non-car people?

How often do you come across people with no idea about cars? No idea about them at all! A car is an appliance on wheels to such people. It gets them from A to B, costs them money and is a pain, as it needs to be kept clean, (usually isn't), fuelled and insured.

Do they know what's under the bonnet? What's the relevance of number of cylinders? Why does the car need servicing? Why did the thingy stop working on the car and now it cost me heaps for a mechanic to fix it?

By the way, this isn't just limited to the female of the species, either. (Yes SWMBO is glaring at me right now).

These people don't understand the allure of an old car. They don't know what it means to experience the car with their emotions, as driving is a chore and a means to an end only. They aren't turned on by shiny metal, a fruity exhaust note or that old car smell.

To them, the whole car thing is a mystery and I guess that is like for me, the garden remains a mystery, so too cooking.

I guess it's fair to say to each the own. But as a member of these clubs, I really hope you are one to whom no 3 applies.

**Until next time, remember what is important**

**Volvo for Life**

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



Club Grille Badge \$30.00 inc. p&p

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



# VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 123GT (1967)

OWNER : Ross Stephens

CHASSIS: 279217

TYPE: 133352M

COLOUR : 46 (CHERRY RED)

UPHOLSTERY: 417-515 (BLACK VINYL)



Here is Ross Stephens gorgeous and rare 1967 123 GT.

Ross has owned the car for about 8 years and purchased it in South Australia. The original owner was a scientist, so it shows that Volvo owners are very intelligent. Ross is the third owner. The second owner had purchased it from the scientist's estate.

I am sure that the car attracts admiring glances wherever it goes due to its shiny red duco. The car was painted some time ago, and still shines beautifully.

Ross would like to freshen up the engine a little, but when this profile was done, a few tweaks had it purring like a kitten!



Upon acquisition, Ross fixed up the interior, but because the car was so good, it hasn't really needed much more attention. Not surprising, given that it has only travelled 125000km, which I guess makes it a time warp 123!

Not surprisingly, Ross would be very reluctant to pass on his GT, and it seems this could well be a matter for his estate lawyer to handle at some distant time into the future!!

I hope to see more of "the other red GT" at future outings!





Some of the differences between the 1967 and the 1968 123GT models.  
1. Heater controls 2. Windscreen surrounds and 3. Alternator regulator

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

Once you have taken my useful advice (ok so that may be a matter of opinion), and returned your classic Volvo to its prime, what then?

If you have no intention of ever selling your car, then you need to give serious consideration to how you are going to preserve it for the forthcoming decades, lest some wheeler dealer picks it up for a song.

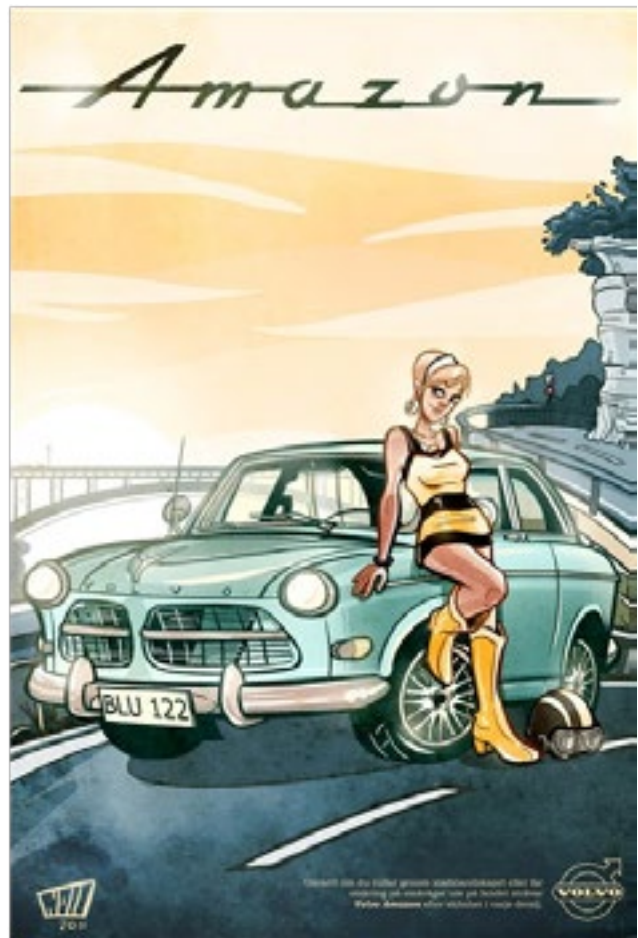
Essentially, there are 2 aspects to the preservation:

1. Physical appearance; and
2. Mechanical operation.

Most of my aforesaid columns have related to #2 above. Your maintenance needs to be rigorous and regular to ensure the car survives. So you must inspect your car and fix things as they start to fail. You also need to use the car regularly. This is because it was designed to be used, and also because it allows you to look, listen, feel your car to ensure all is going well with it. If you notice something not right, attend to it straight away so it doesn't become worse and take out some other component, or worse still, the whole car.

I think the critical thing as far as #1 above is concerned is the accommodation of your classic. If you are time poor, you will use it for only a few hours in total for a year. The rest of the time therefore, it needs to be protected from the elements by storage in dry, secure, covered accommodation. A cover will also ensure things like mice, and whatever other bugs share the accommodation do not destroy the finish or ruin the interior.

The use of quality car care products like wax and AmorAll will protect the appearance of these items in the interim.



The sun (at least where I live) is a very big factor in car preservation. Its harsh rays will make the car look very second hand in a very short time. It's not just a matter of respraying it if so, because there are all the little bits it eats up too that makes all the difference.

If you are in a wet climate, you need to ensure moisture and rot don't accumulate and eat your car from the inside. Don't store it wet or muddy.

Finally, if you drive your car sensibly, you will preserve it. Look at how Irv Gordon drove to have his car last 3,000,000 miles. Not like Fangio, I am sure.

Cars are a bit like us. Look after them for a long and healthy life.

***Robert Bakker***



Things I get asked about sometimes

1. Boot lip rubber fitting.
2. Spare wheel, jack and jack handle placement on later 1800s



The under bonnet front rubber fits facing out (not in) on 120s.  
This is a factory photo showing the correct way of fitting it  
and the overhang on either side.

## 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 2014/15**

**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:.....



It's time to unbolt and remove the covers off the rear of the front guards, clean and blow out any debris and rustproof at the same time. (that's the stuff that gets wet when it rains or when you wash the car and stays wet and rusts both the bottom of the front guards and covers, both of which are expensive to rectify or replace) Mine are still intact after all those years due to my maintenance every few years. It's amazing what gets in there.

**George Minassian**



## **Volvo 1800-120 Club events for 2015**

All events on website: [www.volvo1800-120club.com](http://www.volvo1800-120club.com)

Events Directors: Gavin Janson and Maida Skaarup

### **June**

#### **Sunday 28th**

Mystery Drive – Meet up at 8.30am for 9.00am sharp start at the slip road opposite BP Service Station on Cunningham Highway Purga (Amberley). Must have a co-driver, full tank of fuel and camera/phone, pen and paper. Also required to bring your own morning tea and a chair please. At the final destination we will have lunch at the mystery café where lunch can be bought. Please RSVP before the 20th June to [mia6587@bigpond.com](mailto:mia6587@bigpond.com) or mobile 0408 068 981 and Peer 0419 027 423

### **July**

#### **Saturday 4th**

Dinner at the Thai Orchard – 1898 Logan Road, Mt. Gravatt, 7pm booking.  
RSVP to Maida before 19th June email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

### **August**

#### **Friday 14th – Sunday 16th**

Volvo National Rally in Sydney.

### **August**

#### **Sunday 30th**

BBQ lunch – Neil and Jenny Summerson are holding an E type Jag Day at Peak Crossing. They have also invited ten other car clubs including the Alfa Club, The Fiat Club, The Fassifern Valley Classic Club and our Volvo 1800-120 Club. There will be some prizes/giveaways. Lunch may be purchased, **BYO** drinks and picnic chairs. BBQ lunch put on by the local Rotary Club and proceeds will go to them. RSVP to Neil before 16th August, email [nesjas@bigpond.net.au](mailto:nesjas@bigpond.net.au)

### **September**

#### **Saturday 26th – Sunday 27th**

Toowoomba Carnival of Flowers.

### **October**

#### **Saturday 31st**

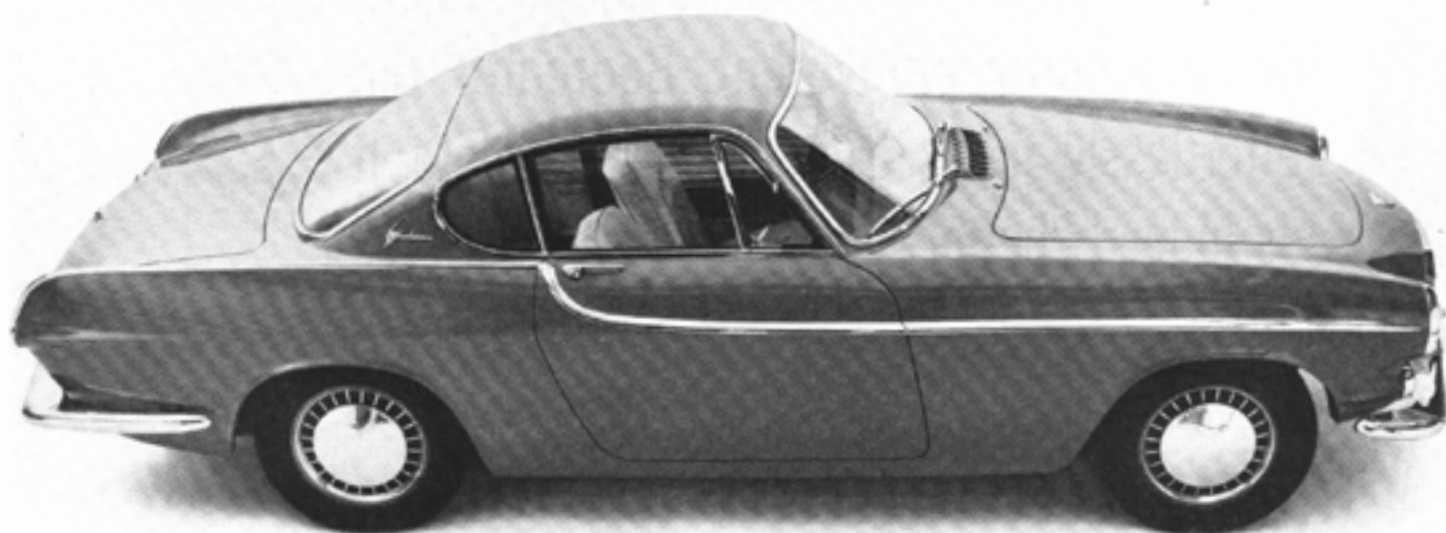
VOLVO SHOW AND SHINE DAY for all classic to modern Volvo cars at GLT Car Centre, 7 Merritt Street, Capalaba - RSVP before Sept 30th  
Free BBQ Sausage Sizzle lunch and coffee, tea, sweets will be provided.  
Bring your own chair/drinks. RSVP before Sept 30th email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

**November** - Date and time to be confirmed.

AGM will be held at St Johns Lutheran Church Hall, 24 Levington Rd, Eight Mile Plains.  
Morning tea and lunch details to follow.

**December** - Date and time to be confirmed.

Christmas Lunch and Country Drive - more details to follow



**This car won't do 150. It just looks like it will.**

But it will do an honest 106 mph. And for \$3995\* the Volvo P1800 gives you the Gran Turismo features that 150 mph cars give you for \$10,000: disc brakes, 4-speed synchromesh gearbox, complete instrumentation including tachometer and electric clock, independent front suspension, precise steering, European styling and coach work. As Road & Track magazine wrote, "The P1800 is a very civilized touring car for peo-

ple who want to travel rapidly in style, a Gran Turismo car of the type much in the news these days—but at a price that many people who cannot afford a Ferrari or Aston Martin will be able to pay." One more thing. The P1800 is at your dealers now and you can take it home for a test drive. Alone. Try that with one of those \$10,000 jobs. Unh-uh.



\*MANUFACTURER'S SUGGESTED RETAIL PRICE EAST AND GULF COAST POE. WEST COAST POE OF \$4225 INCLUDES OVERDRIVE. OVERSEAS DELIVERY AVAILABLE.



# Volvo Car Club of NSW Inc.

## President's Patter

Some photos from last year's Shannons Sydney Classic



Hi All

### ***The President is missing !!***

Our 'illustrious' President, Ted Warner and Mrs President, Jan, are off on an overseas jaunt and will be returning late in June, after the magazine has gone to print, so I'm playing stand-in for this issue.

While in Europe, Ted and Jan met up with Gerry Lister, who was also on a sojourn on the Continent, and together they met up with Pelle Petterson. Gerry was hoping to tape an interview with Pelle, who sadly is unable to attend the rally due to a problem with his heart, which means he can't travel too far. We are certain, however, that Pelle will be with us in spirit.

We have some great things in the works for the Rally in August. The Committee has worked overtime to put it all together and, "we ain't done yet". Boyd (affectionately known as Sven) & Karen Symington have pulled out all the stops with the 'goodie' bag and signing up sponsors for trophies for the event. They have put in a sterling effort to make sure the bags are full of good 'stuff'.

Gerry and Ted have been busy pulling together the larger picture and negotiating with some special guests to entertain us, and not to leave out our indefatigable Treasurer, Syd Neale, who has the purse strings firmly in his grasp to make sure we get the most 'bang for our buck'.

Our social butterflies, Dani & Jan will play a big part in looking after everyone during the event, so please be kind to them. They will be kept busy during the proceedings, I'm sure.

Ray Zavattaro, our resident Inventor, has also been busy creating some really inventive LED displays for us all to enjoy at the dinner. Ray also played a big part in the design for our rally logo.

It looks like we will have between 80 and 90 Volvos on show for the Shannons Sydney Classic....that's a great effort guys. Well done all of you who are attending.

The Classic attracts up to 1900 cars, bikes, fire engines, ambulances, buses, ex-military vehicles and police vehicles every year and has done since 1964. There is live music, clowns and face painting for the kids, Free Spirit Markets with everything you can buy in a marketplace on sale. Then the garages are full of memorabilia and motoring products for you to buy. Great place to get Dad's Father's Day present. There's a free shuttle bus to take you around the whole display if you don't feel like walking.

So, you are in for a treat. Look forward to seeing you all there.

**Jules**

**Julie Williams, Secretary**



# Volvo Car Club of NSW Inc.

## Committee 2015

**Affiliate of the  
Council of Motor Clubs**



### PRESIDENT

Ted Warner 0412 244 144  
jwa43698@bigpond.net.au

### VICE PRESIDENT

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dollydiaz@bigpond.com

### SECRETARY

Julie Williams 0409 161 357  
hollymist@bigpond.com

### TREASURER

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rzavattaro@internode.on.net

Graham Bennett 0408 600 475

Gerry Lister 0412 221 211  
info@volvodownunder.com.au

### CLUB PLATE REGISTRAR

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### MAGAZINE EDITOR

Julie Williams 0409 161 357  
hollymist@bigpond.com

**Website:** [www.volvocarclubnsw.com](http://www.volvocarclubnsw.com)

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

**All mail to:**

**PO Box 138, Brighton-le-Sands, NSW 2216**

### 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.**



## 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:dollydiaz@bigpond.com">dollydiaz@bigpond.com</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 4140	
740 Series	Savvas Koutrouzas	02 9310 4140	
850 & 940 Series	Ralph Diaz	02 4296 4951	<a href="mailto:dollydiaz@bigpond.com">dollydiaz@bigpond.com</a>
General			
Technicals	Mike Mitz	0433 116 763	<a href="mailto:americanmike@gmail.com">americanmike@gmail.com</a>



# NSW Club Social Calendar for 2015

**August  
Saturday 8th**

**Royal Automobile Club Dinner hosting Irv Gordon & Bill Buckle**  
(more information will be in a flyer coming out soon).

**\$135 per person**

**August  
Fri to Sun 14th to 16th**

**The Big One. 2015 Volvo National Rally & Shannons Sydney Classic**

**September  
Sunday 20th**

**Pot Luck Rally Recovery Lunch at the Warners in Woronora**  
Bring a plate and BYO.

**October  
Saturday 17th**

**Terrigal Trial & Lunch**  
More details closer to the event.

**November  
Saturday 28th**

**Christmas Party at a member's residence (Yet to be decided)**  
We will be doing our own catering for this event....maybe 'bring a plate'??

*More Show  
'N'  
Shine  
2015*



# The Cult of the Amazon

How exactly did the Volvo 122 “Amazon” achieve its mythological stature? Naming it after the eponymous nation of all-female warriors was a good start. Legendary ruggedness and durability solidified its status. Sporty performance burnished it further. Then there’s the magic belt: one of the twelve labours of Hercules was to secure the girdle of Hippolyta, the queen of the Amazons. Giving up her belt ended up costing Hippolyta her life. But it was a worthy sacrifice, because the Amazon’s first-ever three point seat belt has saved untold others theirs, and established the Volvo safety myth. That may now have run its course, but the Amazon’s status on the automotive Mt. Olympus is secure.

The Volvo 120 series was built from 1956 through 1970. When you think of the stereotypical Volvo driver from that period what comes to mind: college professor, engineer, writer? Well, one of each of those informed my early experiences with the 122, so we’ll start with that before we get all factual and historical. More probably, we’ll just mix it all up.

A professor uncle in Austria was driving one when I was there visiting in 1969. Now that was less predictable than for an academic counterpart in the US; Volvos were none too common in Europe outside of Scandinavian countries back then. But he tended to drive odd-balls; his previous ride was a [Skoda 440](#), which had a passing resemblance to the Volvo.

He was ready for something faster than the 42 horsepower Skoda, and the 122S fit that bill. With its twin SU carbs and 115 horsepower, it was a brisk machine in its day. He took me for an exhilarating drive through some of Austria’s more spectacular mountain passes. The B18 engine got a good workout, and I got acquainted with Volvo’s built-in torque meter: that long whip of a stick shift which moved sideways in direct proportion to the engine’s torque curve.

With the twin-carb B18 engine, which appeared in 1961, the 122S was the BMW of its time, especially in the US. BMW’s presence here didn’t amount to much until the late sixties, and really started to gel in the seventies. The Amazon’s most direct competitor was probably the Peugeot 404, which rivaled it in ruggedness, but had that famous plush ride and was less overtly sporty. Alfa sedans were for the hard core Italianophiles, and those on good terms with their mechanic. BMW saw a gaping hole in the market for a car that covered all those bases, and never looked back. And Volvo’s sporting rep began its long decline.





# The Cult of the Amazon

Back in Towson, my junior high buddy's engineer Dad bought a 122S, a white one just like this one. He ordered his with the overdrive, which made sense for our long, flat freeways. Volvo's B-Series engines were not exactly noted for their smooth and quiet manners, especially in the upper ranges. They were raucous but tough as nails, as has been all-too well proven by the guy (a science teacher, of course) who's driven over 2.5 million miles in his 1966 P-1800, with only one rebuild. Does he use Marvel Mystery Oil?

Anyway, my friend's Dad, the engineer, is the one who finally unveiled the mystery of overdrive units to me. For you young-uns, we're talking about the accessory units that were mounted to the output shaft of manual transmissions. Volvo used the British Laycock de Normanville box, a version of which is still being built and supported by Gear Vendors in the US today. It's an epicyclic gear set that, when activated and engaged, reduces rpm by a certain percentage on whatever gear it is available on. I seem to remember that the Volvo units worked only on fourth.

I'm a big fan of overdrives ([everything about overdrives here](#)); my old '66 Ford F-100 has one, and it turns the three-speed into perfectly spaced five gears, with 1900 rpm at sixty, in top. There's the thrill of free-wheeling, which also lets me shift gears without the clutch; a good way to impress riders, if they have the guts to get in with me. And I'm freewheeling off topic again.

My third driver association with the Amazon is the writer; Warren Weith, specifically. He had a regular column in Car and Driver, way back in the day. As a kid in that resource-poor era, I literally sucked up every word in car mags, cover to cover. But Warren Weith was a bit of a challenge to my fourteen-year old brain; his articles were thousands of words long, and he wrote in a rambling style that wasn't exactly kid-friendly: lots of free-associations, references to women and youthful memories (does that remind you of someone?). And there were pointed references to his battered Volvo 122, which had a name, and I believe it was Gustaf (Update: it was Olaf). Well that's a common enough Swedish name, but it turns out it's also the name of the co-founder of Volvo, Gustaf Larson. Some things have to wait forty years to be revealed. (or not)

It's a challenge to see any old Volvo genes expressed in today's IKEA-Geelys: they were straight-forward, firm-riding, sporty, noisy, and made of the finest Swedish steel forged with Thor's own hammer. Well, there is that safety angle; in 1958, the 122 was the world's first production car with three-point seatbelts, the Amazon girdle. But unless you're a sucker for stale myths, does anyone really think new Volvos are safer than a Honda or Toyota





# On a lighter note..... by Jules



A couple made a deal that whoever died first would come back and ...inform the other if there is sex after death.

Their biggest fear was that there was no after-life at all.

After a long life together, the husband was the first to die.

True to his word, he made the first contact:

"Marion? .... Marion! ... "

"Is that you, Bob?"

"Yes, I've come back like we agreed."

"That's wonderful! What's it like?"

"Well, I get up in the morning, I have sex.

I have breakfast and then it's off to the golf course. I have sex again, bathe in the warm sun and then have sex a couple of more times.

Another romp around the golf course, then pretty much have sex the rest of the afternoon.

After supper, it's back to the golf course again. Then it's more sex until late at night.

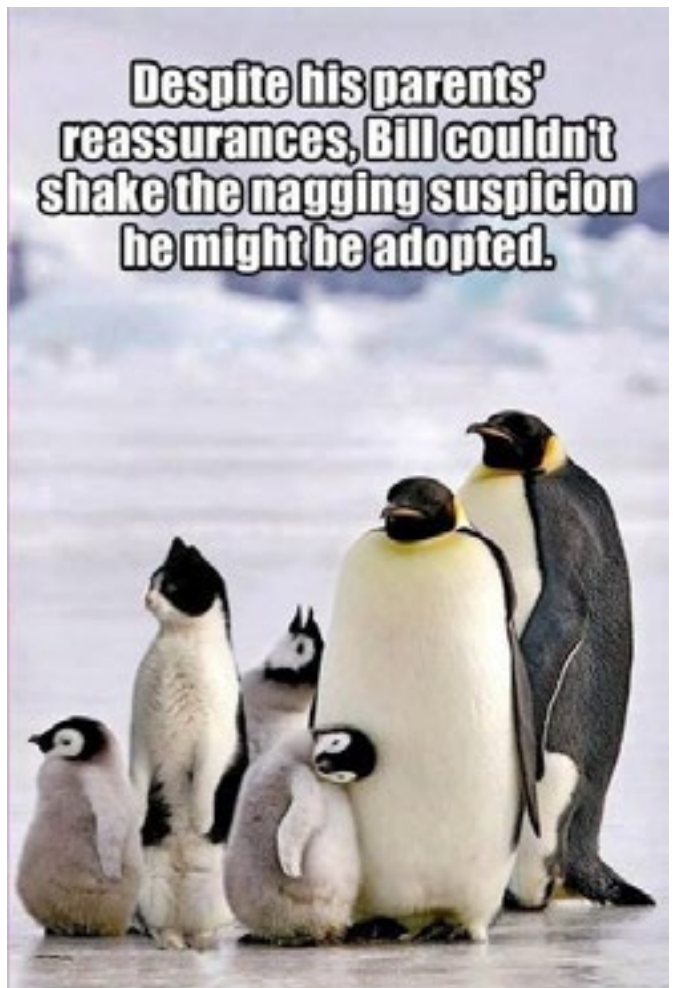
I catch some much needed sleep and then the next day it starts all over again".

"Oh, Bob! Are you in Heaven?"

"No - I'm a rabbit somewhere near Mildura!"



A couple of door mats.....Who comes up with these ??





# Classifieds

**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 two issues or cancel the ad after the first issue, you **MUST LET THE EDITOR KNOW!** This does not apply to "ongoing" ads for services/new parts.

**AMAZON BONNET** good condition, includes springs and lock. \$150. Call Bill 0429 425 759

**P1800 INNER DOOR HANDLES** We can now supply on an "exchange basis", previously broken handles, with a fully restored handle (refer to image). FULL PRICE \$150 each +GST. Contact Gerry Lister 0412 221 211 or 02 9499 6666.

**PARTS FOR SALE** Brand new perforated headliner suited for the 1800s & 1800E. Asking \$120 ono. These usually are priced from \$190-\$280 depending on supplier. Contact Lee on 0403 056 454 or email classicvolvogirl@gmail.com

**1982 244.** Auto, power steering, Yellow. Two owners from new, 367,000 km. Has been in a shed for the last ten years. Non-runner now. Repair or spare parts? Car must go. Contact Robert Boan, 03-5668-2371 or 0407550866. Car is at Mirboo North.

**2005 XC70** \$19,750. Excellent condition, AWD, 25T., 50,000km, 1 owner, always garaged, colour ice white & tyres GC. 6 airbags. Full log book service history. Power door mirrors, leather steering wheel and remote central locking. Well maintained and in fantastic condition inside and out. This car is garaged and has been washed on a regular basis. Smoke-free owner. It has sump guard, 8 speakers, rear skid plate, tachometer, front



skid plate and roof rails. EBD. Rego expires December 2015. Chris Maddy (son) ph 0429 800 467 or cmaddy25@hotmail.com

**MY04 VOLVO V70R AWD RARE MANUAL** Unfortunately we're having to see our Volvo that we brought with us from the UK in 2013 (its got current REGO) and so we'd like to see it go to a good home. It's a 2 owner car with service history (Volvo and specialist) and since moving here its covered around 6k miles in 2 years. Currently she has done 191k miles and is in metallic Nordic blue with Nordic blue



interior and chrome highlights. The car has nearly all the extras except for a subwoofer as it has the shopping bag holder fitted in the boot. Price wise we're open to offers on it, but as a guide I would advertise it at \$10,995 o.n.o. Please call for further details on 477 29 44 07 or email me at bdabinett@hotmail.com. Thanks!

**VOLVO 122 PARTS FOR SALE** Front guards L&R. both excellent. Bonnet, very good. Boot Lid, excellent. Steering box. Excellent. Front head light assembly. Front Indicator assembly. Rear reflector assembly. Rear tail light assembly. Door handles / latches. Call Bill on 0429 425 759

**NEW ECU TUNE PRICES** VP Tuning has reduced their ECU tuning prices. New RRP prices are: Motronic -'98 \$990.00 (was \$1165.00); ME7/9 \$1275.00 (was \$1385.00). Club discount still applies! Call Mark on 0403 814 545



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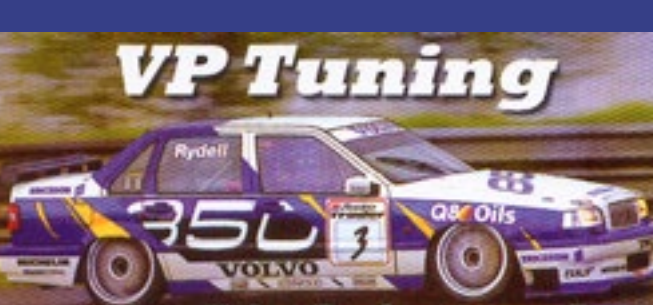
**WWW.DVS.NET.AU**



**The Australian Volvo enthusiast's forum**

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 100% free to use  
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 Off-topic chat  
 Projects and build threads

**Register today at [www.ozvolvo.org](http://www.ozvolvo.org)**



**Volvo Performance Parts**

**Mark Richardson**

PO Box 2002  
 Seaford VIC 3196  
 Australia

mobile: 0403 814 545  
 email: [mark@vptuning.com.au](mailto:mark@vptuning.com.au)

# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

Printable On-line Application Available at [www.volvovic.org.au](http://www.volvovic.org.au)



<p>( ) <b>New Application</b> (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)</p> <p>( ) <b>Renewal</b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adult/Family and \$20 for Student/Pensioner. New memberships begin from date of processing, and are valid for 12 months. At the end of this period you will be asked to renew your membership (a renewal form will be posted with your final magazine). Renewed memberships are for 12 months from your membership expiry date (not date of payment).</p>
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<p><b>Your Details:</b></p> <p><b>First Name:</b> (Mr/Mrs/.....).....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Street Address:</b> .....</p> <p><b>City/Suburb:</b> ..... <b>State:</b> ..... <b>Post Code:</b> .....</p>	<p><b>Membership number</b> (renewal only) .....</p> <p><b>Surname:</b> .....</p>
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<p><b>Contact Details:</b></p> <p><b>Phone:</b> (.....) .....</p> <p><b>Email:</b> .....</p>	<p><b>Mobile:</b> (.....) .....</p>
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<p><b>Car(s) Details:</b> (You must list vehicles with Victorian Club Permit Scheme plates. Engine number optional - can be found on Registration Certificate)</p>					
Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

<p><b>Membership Type:</b></p> <p>( ) Adult/Family (\$40)</p> <p>( ) Student (\$20)</p> <p>( ) Pensioner (\$20)</p>	<p><b>Payment Details:</b> Total amount paid \$.....</p> <p>( ) CHEQUE ( ) MONEY ORDER ( ) OTHER.....</p> <p>( ) DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)</p> <p><b>Note:</b> 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.</p>
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<p><b>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</b></p>	
<p><b>Signature</b> .....</p>	<p><b>Date</b>.....</p>

<p>For information about the club please contact the President Heino Nowatzky on 0425-705-045.</p> <p><b>For information about your membership please contact the Membership Secretary Greg Sievert on 0401-713-595 or email <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p> <p>Please send this form with payment or direct deposit receipt to:  <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b>  <b>If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p>	
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# Volvo Car Australian dealers

## New South Wale

Volvo Cars Sydney	565 Parramatta Road	Leichhardt	NSW	2040	02 8753 2888
Scuderia Veloce Volvo Cars	283 Pacific Highway	Lindfield	NSW	2070	02 9411 6677
Volvo Cars Mosman	576 Military Road	Mosman	NSW	2088	02 89687800
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 8125
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
McCarrolls Volvo Cars	10 Dangar St	Wickham	NSW	2293	02 4935 6688
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
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Volvo Cars Riverina	42-52 Dobney Avenue	Wagga Wagga	NSW	2650	02 6932 6611
Annlyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
John Davis Motors	32- 38 Bathurst Rd	Orange	NSW	2800	02 6362 0966

## Australian Capital Territory

Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6208 4500
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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	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

## Queensland

Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3000
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
Volvo Cars Sunshine Coast	686-692 Nicklin Way	Currumbundi	QLD	4551	07 5493 8311
Tony Ireland Volvo Cars	54 Duckworth Street	Garbutt	QLD	4814	07 4726 7700

## 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	39 - 52 Glen Osmond Road	Hawthorn	SA	5062	1300 657 450
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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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