

ROLLING

AUSTRALIA

NO.215 JULY/AUGUST 2014



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ROLLING

Rolling Australia July/August 2014, Issue 215

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Front: Club members and the general public enjoying the GRM open day.
Rear: Average male crash test dummy used for rear end impact tests (official name Bio Rid).

Victorian Events Calendar

August

6 (Wed)

Annual General Meeting

Free pizza dinner from 7PM; AGM starts at 8PM. All officer and committee positions will be declared vacant, and new committee for 2014/15 will be elected. We're looking for new blood on the committee as always, so if you're interested, please contact Lance or another committee member ASAP so we can nominate you for a position. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St)

9 (Sat)

Berry Motor Group/Carson & Murphy Tech Session

Berry's is hosting a check-over/roadworthy inspection day. All welcome with tea and coffee etc. available. Great opportunity to bring your newer Volvo or club plate car! We start at 9am to 1pm, first come first served. For details or questions please contact Mark Icceton on 03 9874 5544 or 0434 897 144.

17 (Sun)

Monthly Club Run - Rob Roy Hillclimb as spectators

More details at the night meeting or contact a committee member for the meeting point.

Sept.

3 (Wed)

Night Meeting, 8pm

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

20 (Sun)

Monthly Club Run - West Gippsland

More details in next magazine, the website or night meeting.

October

1 (Wed)

Night Meeting, 8pm

Guest Speaker: David Logan, mechanical engineer at Monash University Accident Research Centre. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

19 (Sun)

Monthly Club Run - Morris Minor Garage and Museum, Harcourt

A visit to the garage is \$10 per person (with a minimum of 10 people - cash only). After your tour, relax in the 'Old General Store' and enjoy our locally roasted coffee from Brewhouse in Bendigo and gourmet biscuits from Michels Fine Biscuits in Castlemaine. More details at the night meeting & next magazine or contact a committee member for the meeting point. See the web site: www.morrisminorgarage.com

24-26 (Fri-Sun)

Motorclassica

More details in next magazine or at the night meeting.

President's Prattle



I was contemplating the snow covered peaks around Interlaken, Switzerland nearing the finish of our holiday when Greg sent the reminder that reports were due. This was a jolt back to reality.

Whilst I was away, the club was in good hands with Heino and the committee keeping things running with night meetings, Motoring Heritage Day as well as an AOMC meeting on the Club Permit Scheme.

The other highlight was the Open Day at Gary Rogers Motorsport which attracted hundreds of people eager for a look at the cars and to meet the drivers, Scott and Robert. Apparently some drove overnight from Sydney to be there first thing in the morning. From comments I have received it was a fantastic day with the merchandising

truck doing a roaring trade as well as the other activities.

Whilst we were in Gothenburg, Pam and I were given a guided tour of the Volvo museum, factory and the Volvo Brand Experience Centre by Per-Åke Fröberg, Volvo Heritage Manager. This was an amazing experience for which I am thankful to Per-Åke for his hospitality and allowing me to fulfil a long time item on my bucket list.

I may have missed the GRM open day but I had the opportunity to visit the HQ of Polestar in Gothenburg. I was given a tour by Fredrik Wahlen who is the manager of Race Team and Production. I was able to see the V8 motors sent back from Australia for rebuilding and dyno-tuning. The Swedish S60 Racecars had just returned from a weekend racing in Southern

Sweden so were being cleaned and fluids checked and measured. All the different makes in their series run the same sealed V6 engine which Polestar cannot touch as all engines are rebuilt externally by the same company for all manufacturers. The week before, the motoring press were test driving the new S60/V60 Polestar models but I missed that! I enjoyed the chance to visit and thank Fredrik for the tour.

The next major event on our Club's calendar is the AGM in August. With an increase in membership numbers I am hoping some members will consider taking on a position. I maybe a club life member but I don't intend to be a life Committee member. I think 21 years is enough and time to enjoy retirement.

Lance Phillips



242GT & 262C Register

The only GT or Bertone coupes that I saw whilst away were in the Volvo Museum in Sweden. They were a 262 and 780 Bertone in bright red as their former driver was an ex- Managing Director of Volvo who liked red cars. There was also a 244 in red. All three were stunning and any one would be right at home in my garage [see photos].

The Wilson brothers in Queensland are progressing well with the restoration of

the GT [see story/photos elsewhere in the magazine if space permits].

Robert Bakker picked up a gold 262 with the chassis number in between those of Len Ward and Doug Miller; interesting but unfortunately it was one project too many so it had to go.

Craig Rasmussen is filling his yard and any spot he can find to store his collection of GTs! Does anyone have a multi storey car park to rent?

Now that I am back from holidays I need to do a bit of minor work on my GT and 142 and drive both more.

A friend in Vancouver, Canada decided to part with his 1979 242GT (owned for a very long term - possibly since new if my memory serves me right) for a new Toyota 86. The good news is that it has gone to a member of the Volvo Club of British Columbia so is in good hands.

Lance Phillips

The Editor's Desk



"Planes, Trains, Automobiles, Ferries and a Ship"

Hi all. Apologies in advance if this magazine is late as I've been on a marathon 8 week overseas trip including an Alaska cruise and driving around Canada, as well as some family gatherings in the USA. With the lack of internet and a computer for most of the time, I've had to wait until we got to my parents' house to get everything organised and uploaded for Ben to work his magic to produce the magazine.

As you can see from the calendar, we have some good events coming up, so make an effort to bring your car out and come along. Don't forget the AGM is the first Wednesday in August starting at 7 PM with a free pizza dinner, then the particulars at 8. Please consider taking up a position to help run the club. Let Lance or another committee member know if you're interested and we can nominate you.

Back to the trip, the scenery in Alaska and Canada was spectacular with plenty of snow on the mountains. We ate way too much on the cruise, but made up for it by doing a lot of hiking in the Canadian Rockies. Our highlight in Vancouver was meeting the Volvo Club of British Columbia magazine editor Gregg Morris. We enjoyed the chat over lunch and seeing Gregg's fabulous unrestored 544. I'll keep this short and sweet and maybe Ben can fit in a few happy snaps of our trip.

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 web

site, 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.

FCP Euro DIY blog

Have you seen the DIY blog from FCP Euro? There's a lot of great tech tips and how-to videos for Volvos. Check out the web site <http://blog.fcpeuro.com/> and be prepared to be amazed! When space permits in the magazine, we may start including some of the tips and photos. Thanks to the FCP team!



April guest speaker meeting thanks

A big thank you to Andrew Marney for organising Paul Griffiths from Narva as our May guest speaker. Paul gave an informative presentation about various headlight globe technologies, as well as a demonstration showing the different light colours and brightness produced by the globes. He also

discussed and showed several types of battery chargers that are suitable for home use and even maintaining the battery charge on your classic Volvo while it's not being driven. Thank you also to Narva for the generous donation of miniature torches and other Narva gift items. It was a great night!



Welcome New Members!

Desmond Morrison: S70
Selby Marshall: 240
James Sprague: P1800S, XC90
David Hewet: P1800
Ben & Amy Kaldor-Bull: 144
Paul & Rosemary Vastbinder: C70
Kevin Bruce & Bev Thistlethwaite: S90
Andrew Bowman: 940T
Peter & Rosemary Hawkins: 740, V50
Eddie Treuer: 240
Jerry & Noi Visick: 245
Darren & Lana Morgan: 240

Due to your membership secretary being overseas, there is a back-log of new memberships and renewals to be processed into the club database.

Unfortunately this means I can't give an accurate membership count for this edition of Rolling. Apologies in advance and I should get everything tidied up by the end of July.

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 25th of June was \$10,405.48. As is required of all associations, we will be having the annual audit after the end of the financial year and details will be provided at the club meeting (and in summary in the magazine) when available. For any questions about the club's finances, please contact Adrian Beavis on 0402 203 437 (AH)

Magazine Postage (ALL CLUBS!)

Please contact the Editor, Greg Sievert (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.



Volvo adds Android

Volvo Sport turns 60

A rare Volvo convertible turns 60 years: the Volvo Sport

On 2 June 1954 the two-seater roadster, the Volvo Sport, and the company's first sports car, made its debut. But a low weight and reliable Volvo technology were not enough - production was shut down after just 67 had been built. Or was it 68?

The name of the new car was short and sweet - Sport - and it had a short and plump body with a big grill that looked like a turbine. The wheelbase was 20 centimetres shorter than that of the Volvo PV 444, whose mechanics it otherwise shared. Under the hood there was a 1.4 litre tuned version of the PV 444 engine, with twin carburetors and 70 horsepower. The top speed was specified as 155 km/h.

Production and sales were slow and during the first year only 44 were built. In 1957 another 23 were built, but after the newly appointed MD Gunnar Engellau got to drive a Volvo Sport for a weekend he decided that production should cease immediately. The car did not live up to Volvo's quality requirements and the company was losing money on every car it sold.



The total number produced was 67, but later research shows that two cars were, probably accidentally, given chassis number 20. That would mean that 68 Volvo Sports were built. Surprisingly, many of the cars are still in existence - the whereabouts of around 50 are known.

Despite the failure of P1900 - as the car was known internally - Volvo still gained useful experience from the project. Shortly after the stop in production of the Volvo Sport, MD Gunnar Engellau commissioned a new sports car - made from steel. Four years later the Volvo P1800 was ready - and a significantly greater success for Volvo.

Source: Volvo Cars



Volvo Car Group (Volvo Cars) has joined the Open Automotive Alliance to make the Android smartphone platform available to drivers through its new ground-breaking user interface. This move brings together one of the world's most progressive car companies and the world's most popular smartphone platform, developed by Google.

Volvo Cars will also include Apple CarPlay™ interoperability in all new models based on the new Scalable Product Architecture. This will make it possible for Volvo car drivers to connect the most widely used smartphone platforms directly to their car's touch screen display.

The interaction between Android Auto and Volvo Cars' brand new user interface transforms the look and feel of a car's interior. Volvo Cars' interiors will be characterised by their high-tech simplicity and functionality.

"We have worked hard to ensure an enjoyable user experience with Android Auto. This will offer our customers a new degree of fluidity and accessibility in the usage of their mobile devices, and bring the digital ecosystem our customers already enjoy into the car, complementing Volvo Cars' existing connected car services and applications," says Håkan Samuelsson.

Android Auto will provide access to Google Search, Google Maps, Google Play Music and specially adapted third party applications, such as Spotify. All phone-based applications can be controlled via voice or steering wheel controls or the car's touch screen ensuring the entire interaction with Android Auto content is both safe and easy.

Volvo Cars' portrait touch screen provides users with the benefit of having both Volvo Cars and Android Auto content on the screen simultaneously, removing the need to switch between car and Android phone screens.

Android Auto will be available on all new Volvo cars based on the new Scalable Product Architecture (SPA), starting with the all-new XC90, due to be publically revealed at this year's Paris Motor Show.

Source: Volvo Cars



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Record selling P1800



Bonhams Auctioneers has sold a 1973 Volvo P1800ES Sport Wagon for the record sum of 92,400 USD. It was at an auction at the Greenwich Concours d'Elegance in Connecticut, USA that the Swedish classic with just 13,000 miles on the odometer was sold. "As far as we know, this is a new world record for a classic Volvo", a representative for Bonhams said.

This P1800ES has spent its entire life in Keene, New Hampshire, and been used very little by its three owners, the first of them keeping the car for 27 years. The red paintwork is totally original, so is the black leather upholstery and the car has sought after factory equipment as factory fitted A/C.

The presale estimate was 30,000 to 40,000 USD ,but it was bid strongly by a number of current and former Volvo dealers before ultimately selling to an overseas bidder for more than the double.

"The car was nicely presented, well preserved and totally original. It was key for a high price like this, a restorer would struggle to match the build quality of the factory in Gothenburg," said Eric Minoff, specialist at Bonhams' Motor Cars department.

More about this remarkable P1800 ES can be found at <http://www.bonhams.com/auctions/21916/lot/334/>

Source: Volvo Cars

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All new XC90 interior revealed

One of the most anticipated car launches of recent years – Volvo's all-new XC90 – begins with unveiling the car from the inside out, meaning that it will start by disclosing the many new interior features of the car and culminate in the full external reveal in August.



The new interior is the most luxurious to have been designed for a Volvo, taking its inspiration from the country of Volvo's birth, Sweden, which has a global reputation for integrating the latest technology with design that is clean, beautiful and crafted from the finest materials.



"The most striking feature is a tablet-like touch screen control console, which forms the heart of an all-new in-car control system," said Thomas Ingenlath, Senior Vice President Design of Volvo Cars. This system is virtually button free and represents an entirely new way for drivers to control their car and access a range of Internet-based products and services.

The new XC90's interior combines materials such as soft leather and wood with handcrafted details including a gear-lever made of crystal glass from Orrefors, the famous Swedish glass maker, and diamond-cut controls for the start/stop button and volume control.

Source: Volvo Cars

Lunch with the Governor General

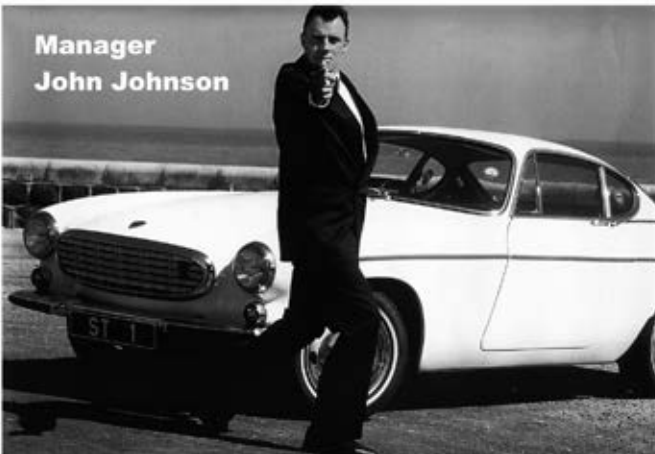
Fernando and Doris Lecuna's lovely Jensen Volvo P1800 (chassis 5504) at Government House, Yarralumla.



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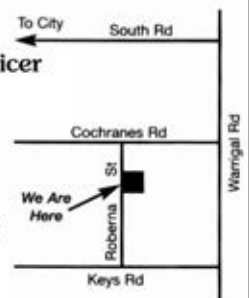


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Transformers - Revenge of the Benny

Haven't done an update recently so thought I would do one today.



The ceremonial first pouring of the oil into the engine. Which was followed by the ceremonial spilling of the oil over the engine and then the ceremonial cursing of the spilt oil. Actually there was no oil spilt and the car now has all of its vital fluids. As yet, there have been no leaks which is miraculous.



The tail shaft is in place and tightened up (bugger of a job!) and the gear shift control arm is attached to the relevant bits. We now have to remember to release the handbrake and put the car in neutral before pushing it.



Had the back seat nicely cleaned and had to see it in place. Like the owners, it is a bit wrinkly but we will sort that out later. Looks good in the car though!



Benny is starting to get his identity back - all nicely polished and riveted back into place.



We have had the bonnet sitting on the roof all this time so we decided to fit the thing. Fitted the bonnet catch and adjusted it from there. All went well and I think it looks great!



The tasteful orange stripes on the dashboard needed a repaint before being refitted. Both Rod and I are a little lacking in colour perception so we had the guy at the paint shop match the colours. It looks OK to us (noting our colour perception problems) so we are happy with it.

All in all it continues to go well with no recent disasters - though I did drop a ring spanner on my head while fitting the tail shaft (made the eyes water!). Hopefully, this weekend, our beloved, Scandinavian mechanic, Peer, will come over to start the engine. Yes, I have said that before but this time I mean it. cleaned up the replacement for the bottom part - will have to take it off again!

Clayton Wilson

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Grumpy: People without cars

OK, so petrol is going up 4 cents a litre and going to be indexed for inflation - \$2 per litre? Registration up to \$800 per year, fines doubled, insurance going up due to the increasing complexity of cars and the ease at which they are written off. Now is the time to think the unthinkable...Do I really need my car?

We Volvo owners find it hard to believe our life without our favourite means of transport but what of people out there who do not use cars?

The Amish

The Amish are Protestant religious groups who live in the USA, mainly in Pennsylvania and Indiana. They are called the Pennsylvania Dutch but this due to confusion between the word for German = "Deutsch" and Dutch. They are a group of traditionalist Christian church fellowships, closely related to but distinct from Mennonite churches, with which they share Swiss Anabaptist origins.

Population in 2013 was 282,675



The more traditional groups are called 'old order'. They do not permit electricity or

telephones in their homes. By restricting access to television, radio, and telephones, the Amish are better able to keep the modern world from intruding into their home life. They feel their lifestyle and their families can best be maintained in a rural environment. While they do not permit the use of tractors in their fields, these old order Amish groups do use modern farm equipment pulled by teams of horses or mules. These old order groups do not own or operate automobiles, believing that cars would provide easier access to the ways of the world. You will often see their horses and buggies on local roads.



The Amish are known for simple living, plain dress, and reluctance to adopt many conveniences of modern technology. The Amish are subject to sales and property taxes. As they do not own motor vehicles, they have no occasion to pay motor vehicle registration fees nor do they spend money in the purchase of fuel for vehicles.

Now before you rush out and trade your car for a horse and buggy just think how much do you know about horses?

If your knowledge is limited to watching the Melbourne Cup or watching Hollywood Westerns as a kid...remember how the hero was knocking back a whiskey in the saloon when bandits robbed the bank. He grabs his white hat and runs out of the saloon and makes a flying leap into the saddle of his horse and takes off at a full gallop over hill and dale and across the prairies for hours on end, firing 100 shots from his six shooter without reloading. Pure fiction. A horse cannot gallop for much more than the length of a horse race at Flemington, where the horses are bred to gallop and the small jockeys weigh about half of an ordinary man. A horse walking and carrying a rider only proceeds at 12 to 14 kilometres per hour and needs a spell every 16 to 20 kilometres; or be changed for a fresh horse. If the horse is trotting [similar to a man jogging] he will travel a little faster but tire more quickly.

Where will you keep your horse? Suburban back-yards are too small – what you need is a paddock, and that paddock needs a dam or horse trough – horses need to drink. Yes horses eat grass but for summer and autumn grass dies off and you need to feed your horse oats, chaff and hay; and you have to make sure he is fed and watered everyday. I could go on about the occasional visit to the vet and to the farrier to fit new horseshoes and trim his hoofs. Suddenly owning a horse is not very practical even if you are on a farm. Forget that idea.

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The Humble Bicycle

There are those who gamely risk life and limb to commute to work on our crowded roads on sophisticated bicycles – and suffer abuse from impatient drivers. The invention of the bike preceded that of the motor car and was the main means of transport of those without horses. Vehicles for human transport that have two wheels and require balancing by the rider date back to the early 19th century. The first means of transport making use of two wheels, the archetype of the bicycle, was the German draisine dating back to 1817.

The term bicycle was coined in France in the 1860s. Karl von Drais patented this design in 1818, which was the first commercially successful two-wheeled, steerable, human-propelled machine, commonly called a velocipede, and nicknamed hobby-horse or dandy horse.



Constructed almost entirely of wood, the bike weighed 22 kg (48 pounds), had brass bushings within the wheel bearings, iron shod wheels, a rear-wheel brake and 152

mm (6 inches) of trail of the front-wheel for a self-centring caster effect

1870s: the high-wheel bicycle

The high-bicycle was the logical extension of the boneshaker, the front wheel enlarging to enable higher speeds (limited by the inside leg measurement of the rider), the rear wheel shrinking and the frame being made lighter. Frenchman Eugene Meyer is now regarded as the father of the High Bicycle. Meyer invented the wire-spoke tension wheel in 1869 and produced a classic high bicycle design until the 1880s.



1880s and 1890s

John Kemp Starley, produced the first successful "safety bicycle", in 1885, which he never patented. It featured a steerable front wheel that had significant caster, equally sized wheels and a chain drive to the rear wheel.

20th and 21st centuries

Cycling steadily became more important in Europe over the first half of the twentieth century, but it dropped off dramatically in the United States between 1900 and 1910.



Automobiles became the preferred means of transportation. Over the 1920s, bicycles gradually became considered children's toys, and by 1940 most bicycles in the United States were made for children.

The basic design of bikes has not changed since 1889 but today's bikes are remarkably complex, having lightweight frames, 24 gears and bright LED lights for safety by day and night and some even have sprung front and rear forks for a more comfortable ride. On a smooth road a bike is much faster than a horse and when not being ridden can be safely locked away for days without consuming large quantities of fodder. Maybe someday Volvo will be like Peugeot and produce a beautifully-engineered bike!

Touring bicycle equipped with front and rear racks, mud-guards, water bottles in cages, four panniers and a handlebar bag. Then of course there are those who prefer to journey on two feet, but that does not require discussion, except that shoe-leather can become expensive!

Grumpy

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Cavalcade of Transport Yarra Glen

18 May 2014





GRM Open Day

31 May 2014



A special mention to Matt who drove his 240 (with the Swedish flag on the bonnet) down from Sydney just for the event! As Gerard said: "Top marks to Matt – with all the hair :)"

South Australian Club



Volvo Car Club Of South Australia

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

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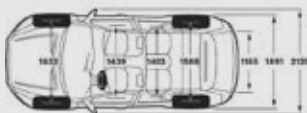
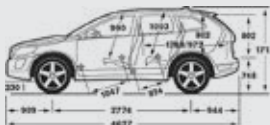
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Please note that all SA Club related
magazine submissions should be sent to:

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csrasmussen@bigpond.com

www.volvocarclub-sthoz.org.au



Historic Rego Inspection and BBQ – 15 June 2014.

This year we returned to Povey Motors at St Agnes for our annual club BBQ and inspection day for the concessionally registered fleet. Once again Chris & Rebecca had the workshop looking great with tables and chairs, and a couple of gas fired patio heaters to combat the morning chill. New member (and webmaster) Marc debuted his freshly restored '69 122S which received lots of attention and admiration throughout the morning – a job very well done Marc!

Also enjoying the spectacle of the day were 3 S70's, V70, XC70, XC60, and an S80 belonging to new members Jane and Antony joining us for the first time from Normanville. Welcome also to new member – Peter Williams – who joined us on the day with a '82 244. Peter is a member of a Morris Minor club too and has a few other classics tucked away we believe. (And attracting attention for all the wrong reasons was a very bent 242GT having the last few salvageable items removed before its date with the crusher.)

Whilst we did receive a few apologies due to members being away or not well, only 11 of 41 active concessionally registered cars on our books were presented for inspection. Not a great effort. Members are reminded that it is a club requirement that our cars are inspected annually. The authorised officers (David, Craig & Ken) may choose to waive this requirement particularly if we have sighted your vehicle at other times throughout the year, or if the vehicle is currently off the road.

Craig Rasmussen

814

THE Motor

ROAD TEST • No. 60/62

MAKE: Volvo. TYPE: 122

MAKERS: AB Volvo, Gothenburg, Sweden.

CONCESSIONAIRES: Volvo Concessionaires Ltd., 28 Albemarle Street, London, W.1.

TRIP MOTION December 26 1962

TEST DATA:

Model shown is equipped in standard form with 1.7 litre engine.

CONDITIONS: Weather: Cool, dry, no wind. Temperature 27-60°F. Surface: 100% dry. Sufficient. Drive: Good. Fuel: Premium grade. Inspection: (A) 100% Rating by Ericsson Method.

INSTRUMENTS:

Speedometer at 0 mph	...	Accurate
Speedometer at 60 mph	...	41% slow
Speedometer at 93 mph	...	7% slow
Distance Recorder	...	2% slow

WEIGHT:

Rear weight: 1,410 lbs, but with oil, coolant and fuel for operation only 1,310 lbs.

Front weight: 1,100 lbs, but with oil, coolant and fuel for operation only 1,000 lbs.

Weight taken as tested: 2,410 lbs.

MAXIMUM SPEEDS:

Maximum speed: 100 mph (161 km/h) at 2,400 rpm.

Speed in gear:

5th gear at 2,000 rpm	80 mph
4th gear at 2,000 rpm	60 mph
3rd gear at 2,000 rpm	40 mph

FUEL CONSUMPTION:

40 mph	41.0 mpg (6.8 l/100 km)
45 mph	38.0 mpg (7.4 l/100 km)
50 mph	35.0 mpg (7.9 l/100 km)
55 mph	32.0 mpg (8.5 l/100 km)
60 mph	29.0 mpg (9.0 l/100 km)
65 mph	26.0 mpg (9.6 l/100 km)
70 mph	23.0 mpg (10.2 l/100 km)
75 mph	20.0 mpg (11.8 l/100 km)

Overall Fuel Consumption for 1,257 miles: 53.2 gallons (213 litres) at 11.87 mpg (7.6 l/100 km).

Touring Fuel Consumption (mpg) at 60 mph: 26.0 mpg (9.0 l/100 km).

Technical drawings: FRONT VIEW, REAR VIEW, SIDE VIEW, TOP VIEW, INTERIOR VIEW.



History-making victory at Perth 400 for Volvo Polestar Racing

Round five of the 2014 V8 Supercars Championship saw Scott McLaughlin chalk up Volvo's first points scoring victory in the championship since 1986, after putting the Volvo S60 V8 Supercar on pole for the first race of the weekend.

"It was a proud moment for me to take Volvo's first V8 race win in 28 years, the car was fantastic in the first race and big thanks to everyone in the team," said McLaughlin.

The 20-year-old Kiwi finished fourth in the second race, securing further important championship points, while the third and final race proved to be tough with 17th his final placing.

"The third and final race was a bit unfortunate," he said. "I had a pretty good qualifying session again with third, the car was awesome and I have managed to keep my qualifying average to 3.9. Then I just struggled during the race with tyre wear and I got a few hits as well. But it has been an awesome race weekend overall, bring on the next race!"

Team-mate Robert Dahlgren had a tough race weekend, too, with 21st best race result,

but a strong eighth in qualifying for the final race, just three tenths of a second off pole position.

"I got my best qualifying result so far with eighth and I got a really good start in the race," said Dahlgren. "But then I felt the tyres start to go off, unfortunately I think we were too hard on the tyres.

"I got pushed wide a couple of times and got a lot of marbles on the tyres. After that the tyres didn't work properly until the pitstop. All in all, I take the qualifying result with me and move on to the next race."

McLaughlin has strengthened his position in the drivers' championship following the Perth 400, reducing the gap to Shane Van Gisbergen in sixth position from 126 points to just 21 points.

"Scott's strong effort in the first race was great to see, with him fighting his way to our first official V8 Supercars victory," said Christian Dahl, owner of Polestar.

"Robert has shown improvement this weekend as well with a strong eighth in qualifying. There is still a lot of work to be done of course, as could be seen in the final race. But it is still early days in our program and to be where we are now in the championship is over our expectations."

The V8 Supercars continues in four weeks' time with the Skycity Triple Crown at Hidden Valley Raceway, Darwin, on June 20-22.

Volvo Cars





Volvo 1800-120 Club Australia Inc.

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Guy Smith 02 4739 8127

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Joining fee \$5.00
Annual Membership \$35.00
*Download membership form from
Club website or email Secretary*

Life Members: Kevin & Margaret
Greenaway

128 Members



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



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

President's Report

Just what is a "restoration"?

We all hear that so and so has done a "full restoration" on his car, and now it is back on the road. So did he pull apart EVERYTHING and re-new EVERYTHING?

Visions of "Grandpa's axe" come to mind...

In recent times, the closest I have come to a "full restoration" was my 123GT. It received an engine rebuild, a new clutch, new brakes, reconditioned tail shaft, new interior trim, complete respray and electrical work.

The truth is, that Volvos of old are such well made things that unless it has been very poorly cared for and basically left out to rot, there will always be some things that you don't need to do.

However, it is also the case that there *will* always be a certain minimum of work to be done in any refurbishment or restoration. This will extend usually to some body work, brake work and engine.

To ensure the longevity of your classic, you must ensure it is properly accommodated. This makes all the difference. The accommodation should be dry and clean. The car should also have some regular use.

Frequent inspection and repair is absolutely essential.

But then I have said all this before.

I guess I just get so much more pleasure seeing beautifully preserved Volvos that are being cared for. Then when I see some neglected hulk, some sort of weird maternal thing kicks in, (I bet SWMBO is rolling her eyes right now.....) and I want to save it.

So don't forget that if you do get stuck, there is plenty of knowledge and enthusiasm in our club to help you along....

Until next time, Volvo for Life

Robert Bakker robert@rblawyers.com.au

Volvo 1800-120 Club Australia Inc.

Annual Membership now due 1st July 2014 – 30th June 2015

please pay correct amount

renewals **\$35.00**

overseas \$55.00

new members \$40.00

Volvo 1800/120 Club - National Australia Bank

BSB 082837 - Account 833499571

IMPORTANT please use your name as the reference

Easter at Stanthorpe



Good Friday Breakfast at Gaye & Terry's house

Our start to the weekend was Breakfast at Peak Crossing with David, Deb, Peer and Maida. We departed around 9.30am, drove through Kalbar where we stopped off at the local baker, then on through Boonah, onto Head Road to end up at Queen Mary Falls, but we had to detour as the road was closed. We had no idea where we were going but eventually got to Queen Mary Falls with our morning tea. Then on to Warwick with lunch in the park by the Condamine River. We went in convoy to our afternoon tea destination. Great trip!

Terry & Gaye Carey



Photo of Trish, Ron, Noela & Jim. An historic day for Ron Porter and the Dillons as Ron re-acquaints with his old Volvo connection! Ron is now the proud owner of the Dillon's 1800E



Good Friday afternoon tea

As we drove in to Warwick, we passed Terry & Gaye, Dave & Deb and Peer & Maida who had been lunching at the park beside the Condamine River, we all drove in convoy to club members James & Noela Dillon's home for afternoon tea. Gavin, Mike, Trish & Ron and Bill & Elizabeth were already there, after an enjoyable afternoon tea, we lined up the cars for a photo, John & Bev arrived just as we were saying "good bye". We still had a 45minute trip ahead of us, so off we headed to our motel at Stanthorpe where there were other club members waiting to greet us. Rex & Edith, David & Shirley had driven up from Inverell and Jeff & Pam had driven the farthest, from St George. It wasn't long before we headed to the park next to our motel to claim a hut with lights for our barbecue dinner. Thank you to James & Noela for your hospitality.

Vicki Minassian



Easter Saturday

A trip to Stanthorpe is not complete without a visit to Girraween National Park, while some of us went off for a walk, others in our group decided to sit and chat.

John, Maida & i decided to climb the 'Big Rock', onwards and upwards we trod, stopping frequently, it's not high, but the final stretch is steep!

Eventually we reached the top, it was impressive, the view was fabulous. I couldn't believe that I'd made it!

Dave Korasz

Easter Sunday

On Sunday we were up early to park the cars in the Woolworths car park for all of Stanthorpe to see while we went to the beautiful markets they had on for the day. After everyone had a good look around we all gathered inside for Coffee (very important ingredient on a Volvo Outing) and something delicious to eat. We headed back up to check on our cars, spoke to a few of the locals and then it was time to say goodbye to Gavin as he made his way home. The rest of us followed Peer & Mia to Summit Estate Winery where we all sat and tasted some wines and had a photo, then off again to visit an antique shop.

A few of us went back out of Stanthorpe to take some photos of the Pyramid (hand made out of big boulders) which sat on someone's property he had built himself, amazing, it was so big. Then we proceeded to another little cheese/wine shop where Bev was most intrigued by a home made wine entitled "Grumpy Old Bastard" named by the owner himself which my husband could not resist buying for a friend. Peer, Mia, John, Bev, Dave and myself then went to look at some locally made jams and found out they also sold some home made ice-cream for which we couldn't resist.

Dave made friends with one of the girls who worked there and said "he would take her for a spin in his car, since she was admiring it so much", so off they went and I think she will not forget it in a hurry. It was back to the motel after this and we got ready to go to the RSL for dinner. What a great day it was by all.

Deb Korasz



Peer and Maida's 122S



Terry, Peer, Dave, Deb, Maida, Mike, Gaye, Vicki, Edith, Pam, Jeff & Rex cheering the good wine at the Summit Estate Wines - Stanthorpe Wine Centre, at Granite Belt Drive, Thulimbah (Qld) is owned by a syndicate of 10 professionals who work in Brisbane, and share a love of wine.

The Summit Estate Winery also brought back nice memories of Peer and I having romantic weekends in Stanthorpe as it was quite a while ago since we had been back here, nearly 7 years ago so we could all have another drink to that. Cheers! HURRAH HURRAH.

Easter Sunday 20th April was perfect to celebrate wine and life for Volvo.

Maida & Peer Skaarup

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The Ballandean Pyramid



“The Ballandean Pyramid is a stone pyramid near the small village of Ballandean, Queensland, Australia. The pyramid is approximately 15 metres in height and built from blocks of the local granite. It is on property belonging to a local vineyard (Henty Estate) and is approximately 25 metres from the nearest road. It was built by the now-past land owner at a cost of one thousand Australian dollars. The pyramid was built after a local resident, Peter Watters (Watters Vine Management Service), asked what was to be done with the surplus amount of granite rocks that were excavated for land tillage. The pyramid took eight months to build using an excavator and dump truck. After a somewhat comical suggestion of a pyramid was put forth, construction began almost straight away. The pyramid base was to be 30 metres wide. Landscaping of the base was completed early and the rocks were collected by a dump truck and brought to the site. The first three levels of rocks were laid first by a large excavator and then manoeuvred into place by a smaller excavator. As the pyramid rose, a makeshift dirt ramp was built to negotiate the height and the construction vehicles used this access ramp to complete the pyramid. At the end of construction, the ramp was removed by the excavator.

Driving all that way we were frustrated to find we could not enter the property and get close to the pyramid. It is currently forbidden for public to climb the pyramid for any reason. As considerable amounts of earth from the construction ramp ended up inside the pyramid, weeds and blackberry bushes have appeared on the pyramid. A small tree even germinated at the very top of the pyramid which could be seen from a distance, causing annoyance to passers-by. This was removed by hand by a vineyard worker in mid-January 2013, restoring the pyramid to its original symmetrical look. An ANZAC day service was held at the site and the Last Post was played from midway up the pyramid, and a flag was posted at the top.

It was great to see this feature and take a number of photos with our cars proudly displayed. “

John Reeves



ROBERT'S REPAIR RAMBLINGS

Here's a little known fact – your engine wants to run.

Unless the engine has seized, then it will run, subject to what is said below.

Engines in our Volvos, no matter how old or new, operate on a 4 stroke principle, i.e., suck, squeeze, bang, blow.

Let's have a look at that.



When the piston travels down, it creates a partial vacuum within the cylinder. If the inlet valve opens, then air is drawn in. Depending on how sophisticated is your engine, this air may be sucked in with fuel, or in more recent designs, the fuel will be directly injected at very high pressure into the combustion chamber.

Next, that mixture is compressed, and to a point the greater that compression, the more efficient is the next step – the bang. The mixture will be ignited by a spark from a spark plug (yes, I know diesels don't have any!), and then it will be expelled by pressure to the opening exhaust valve.

So if your engine won't start, let's consider why. Is there fuel? Is there spark? Is there compression?

A failure of the last of these will no doubt be caused by some sort of mechanical failure.

Are the valves working? Is there internal damage or severe wear?

If you are getting fuel, is it in the correct amount? Consider why the engine may not be getting fuel or the incorrect amount. – so look at carb jets, fuel lines and your pump.

If you are getting spark, is it correctly timed to all cylinders? Look at plug leads, dizzy, points and even spark plugs (I have bought perfectly good cars that won't run just because the plugs are toast)

Are the valves opening and closing at the right time to achieve compression and correct valve timing? Check your timing belt/gear.

In our older engines, it is straightforward to check all of these things if your engine won't go. Go back to basics and consider how the engine works and why it may not be going for you now. Check all things you may have replaced, especially if the engine was running just before you worked on it.

Remember, it wants to run.....



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VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 1800S (1968)

OWNER : Larissa Darragh

TYPE: 183352P

CHASSIS NO: 027481

COLOUR : 95 (Light Blue now Red)

UPHOLSTERY: Grey Velour



Larissa is the very proud recent purchaser of this stunning 1800S. It was purchased from the Newcastle area, and Larissa drove it home to Melbourne. I would like to say that was without incident, but there were charging issues, now resolved.

Larissa is no stranger to the Volvo Marque, owning an 850 Estate and having also owned a couple of 120s, though it has been 10 years. She had bought a 120 from Vic president Lance Phillips at some time too, and her grandparents cruised in a 264.

On inspection, this car presents like a show car, and won its class for the annual Victorian club display on 30 March this year. It sports new "super light" Mags that nicely set off the bright red duco.

Larissa bought the car as she wanted an 1800. Doesn't everybody?

She will use it as a club car, and hopes to find one of those retro style radios to give the interior that special touch, as well as an original wheel. There are no other major plans for the car aside from some very minor stuff.

I am sure Larissa has bought wisely, and will enjoy her lovely car for many years to come.



Volvo 1800-120 Club Australia Inc.

The pretty little red car in my garage is possibly all the concrete evidence I need that I'm in the grips of an interesting mid-life crisis, but if one must buy a sports car when they are in their 40's, what better car to get than a Volvo P1800?

I've always wanted one. My grandparents very generously gave me their old Volvo 264 when I got my license – this car protected me through several accidents, faithfully and reliably carted me all around Victoria, and is the reason that although I've owned other cars since the, I've always considered myself a Volvo driver.

When I was in my early twenties I was unable to afford a P1800 so I bought a four door red 120 instead. And not long after that my then partner and I added a blue 120 wagon to the family. The wagon was later sold when I got a company car and I reluctantly parted with the 120 when in my early thirties when money was required for a house renovation.

And now, ten years later, it was time for the P1800 at last.



I set my budget. I scoured the internet. I rang old friends in the Volvo car club. And then, in early March, I found MY CAR. A beautiful 1968 red 1800 located near Newcastle in NSW. I got a bank cheque, booked one way plane tickets for my husband and I, and on the Labour day weekend we flew to Sydney with the intention of driving it back home to Victoria.

After viewing and test driving the car (it was love at first sight, of course I wasn't leaving without it!) we headed off on our long drive home. First stop, Sydney airport to return the hire car. I was in the lead using my mobile phone as a GPS, my husband (who is directionally challenged) was behind in the hire car. It was boiling hot, I was very nervous driving my new and precious car in traffic in a city I can't find my way around, and then my mobile phone ran out of battery. Oh dear. Deep breath in, try not to panic, and I somehow managed to find our way back to the airport. Hire car safely returned, we headed off once more.

Not far out of Sydney I noticed the generator light was on. I wasn't sure what that meant, but I assumed it wasn't good. We stopped on the highway to fill up the fuel and the Volvo wouldn't start again – the battery was flat. Quick phone call to a friend in Melbourne who said the generator must not be working and that

Volvo 1800-120 Club Australia Inc.

there was no way we'd get home. OH DEAR. Without many options we bought jumper leads, asked a kindly stranger to jump start us, and continued on our way.

About twenty kilometers on the Melbourne side of Mittagong, the overdrive stopped working. And then so did the car. We rolled to a complete stop on the side of the Hume highway. OH NO. We were towed back to Mittagong and dropped at the local RSL to stay for the night. The next morning we walked down to the mechanic first thing and he didn't think he could help us as the only auto electrician in town didn't have time to look at the car, but he'd see what he could do. At lunch time we walked back again to be told that they basically couldn't help us. They charged up the battery, sold us another one as a spare, and suggested we just see how far we could get. As it turns out, it wasn't far. Just out of Goulburn the car started to struggle again and, as we drove into town, died. A quick battery change and we found our way to an auto electrician who reconditioned an old Holden generator for us and sent us on our way.

For a while, all appeared well. The generator light was off. But then, only an hour later, it came back on again. OH GOD. By now it was late afternoon, getting dark, and we knew that using the headlights wasn't an option. We found accommodation at Gundagai with the intention of trying to get to an auto electrician in Albury the following day. I was stressed, worried about my animals at home, and wondering if we'd ever make it back. But my husband remained positive, and I didn't fall out of love with the beautiful little car.

The next morning, it's Tuesday by now and I should be going to work, I made what was possibly a rash decision. I determined to buy another battery, leave everything off that used power, and to just see if we could somehow get home.

We reached Albury and crossed the river into Victoria. The relief I felt was enormous! Although we were still four hours from home, it began to feel like we'd make it. We stopped at a truck stop for a toilet break about an hour over the border and the car wouldn't start again, so we put the third battery in. On this batter, we finally made it home. And the very next day I booked it in to have the generator replaced with an alternator.

My P1800 hasn't missed a beat since and has proven to be everything I'd hoped for and more. Without fail, I get comments on it every time I drive it. And what fun it is to drive! I just wish I'd had my mid-life crisis years ago!

Larissa Darragh

(Proud owner of the late Gregor Dickinson's restored P1800)

PS – a big thank you to the members of the P1800 & 120 group on Facebook who supported us on our journey home! It was great having people there to bounce ideas off and get advice from.



Club events for 2014

All events on website: www.volvo1800-120club.com

Events Directors: Gavin Janson and Maida Skaarup

Club events for 2014 in S E Queensland



July

Sunday 13th 2014 RACQ Motorfest Brisbane one of the biggest displays in Brisbane.
Please contact Maida mia6587@bigpond.com

August

Sat. 2nd/Sun. 3rd Sunday - Summerland Sports & Classic Car Club's annual display day at Lismore.

August

Sunday 17th BBQ lunch Neil Summerson is holding an E type Jag Day at 97 Allen's Road, Peak Crossing, he has also invited the Alfa Club, The Fiat Club, The Fassifern Valley Classic Club and our Volvo 1800-120 Club. There will be some prizes/giveaways and entertainment as well. Lunch may be purchased, **BYO** drinks and picnic chairs. BBQ lunch put on by the local Rotary Club and proceeds will go to them. \$5 entrance fee per car to go to the Rotary Club. It will be a great day!
RSVP to Neil before 10th August, email nesjas@bigpond.net.au

September

Sunday 14th Drive & lunch at Flutterbies Cottage Café, 23 Coolman St, Tyalgum NSW
Meet at BP on the highway at Chinderah, south of Tweed Heads for fuel and coffee.
RSVP to Maida before 6th September, email mia6587@bigpond.com

September

Saturday 27th The Big Day Out! Show 'n' Shine & BBQ at Volvo GLT Car Centre Workshop, 7 Merritt St. Capalaba. For all Volvo models (new & old) Free BBQ sausage sizzle!
BYO drinks & picnic chairs RSVP to Maida by Sept 20th email mia6587@bigpond.com

October

Sunday 5th Noosa Beach Classic Car Show Lions Park, Noosa Heads.
Please contact Maida mia6587@bigpond.com

October

Sunday 12th Drive to Samford for early breakfast at the Flying Nun and picnic lunch and bush walking at D'Aguiar National Park. Meet at BP station, 249 Morayfield Rd, Morayfield.
RSVP to Maida before Sept 28th email mia6587@bigpond.com

October

Sunday 26th AGM and lunch at Deb & Dave Korasz
BYO drinks and picnic chairs. RSVP to Deb by Oct 15th email dad3chiko@gmail.com

Volvo 1800-120 Club Membership Application Form

Name of applicant (s)

Postal Address

.....

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

Telephone No. A/h..... B/h..... Mob

E-mail.....

Car Details:

Model (e.g. 122s/1800s).....Year.....Rego No.

Type No..... Chassis/Body No.....

Car Colour/code..... Upholstery Colour/code.....

Engine type..... Engine No..... Transmission.....

Extras Fitted.....

History (Please supply all known history, photos (you can email these) and old rego numbers, if possible, of the car for the Club Register)

.....

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

I enclose \$40 for membership for the financial Year 2013/14

Very Important: For bank transfers,

please make sure you **include your name (not 'club membership!)** as the reference.

Volvo 1800/120 Club - NAB BSB 082837 - Account 833499571

P.O.Box 6522 - Tweed Heads South - NSW 2486 Australia

Signed:.....Date:.....



Club Member Ron Porter's 122S
Legion Taxi - Sydney 1965/6

Bertone project update

Progress is under way again after a lengthy break due to lack of finances,

I recently sold my backhoe so funds are now available, miss the backhoe though, but you can't have everything.

The car is currently in Castlemaine having the exhaust and extractors custom built. The front end adjustable camber plates have been welded in and the Kaplehenke short strut coil-overs fitted, sitting a bit low at present but all is adjustable.

UPDATE: Exhaust finished, very pleased, looking forward to the sound.

The new struts are problematic, too low, working on a solution. Meanwhile I have fitted a std. pair still with the camber adj. plates etc.

Next on the agenda is the auto electrician for the engine wiring loom.

The early bumpers on 240s are HUGE and heavy, so I have removed the rubber, sectioned and trimmed the bars so they sit closer to the body. They will be polished. I had to modify the mounting brackets.

UPDATE: painted, too many blemishes. Now finished in undercoat and currently making a mould for fibreglass or carbon fibre copies.

Fiberglass pair now made. Units will be for sale soon.

I've boxed the rear lower trailing arms and fitted coil-overs where the current



coil spring sits. This was a late decision, I already had the coil-overs for another project and fitting them allows more clearance between the spring and fuel tank for the 75mm. exhaust.

UPDATE: the coil-over stroke was incorrect so getting another pair.

Got a pair of Konis, whiz bang, will need to make some slight alteration to the mounts.

All the front end has polyurethane bushes with grease nipples. At the rear only the front of the lower trailing arm has poly,

for the diff/trailing arm I plan fit a sperical bearing from Kaplehenke that allows a much freer movement. Poly is not so good when joints have to move 3D. Causes the rear end to bind up, lift inside rear wheel etc. Kaplehenke has adjustable upper links with spherical bearings also, haven't made a decision regarding them. The car is not a daily driver.

Cheers
Kevin Holden

Replace an 850 MAF sensor

How to Replace a Volvo 850 MAF Sensor in 4 Minutes

Replacing a mass airflow sensor on a Volvo is something anyone can do, mechanic or not. If you've pinpointed your Volvo's problem as the MAF sensor, set aside 2 minutes for removal, and 2 minutes for installation of the new part.

Tools required:

- 7mm Socket
- T25 Torx Bit

Remove the clamp holding the intake pipe to the MAF sensor using a 7mm socket. Pop off the intake pipe. Remove the two T25 screws which fasten the MAF sensor into the airbox, and slide it out. Installation is reverse of removal.

Signs of a bad mass airflow sensor can include:

- Rough idle or inability to idle
- "Limp" mode, or inability for the engine to rev over a certain threshold
- A P0100 through P0104 OBD-II code stored

Get the right part the first time and always use a new Genuine Volvo or OEM Bosch MAF sensor, as rebuilt or aftermarket units have proven to be highly unreliable for this make of vehicle.

View the video and get more great tech tips from <http://blog.fcpeuro.com/>



Volvo Car Club of NSW Inc.

President's Patter



There is so much going on at the moment in our club and as well in my personal life that I thought I might indulge myself and have a bit of a conversation with our membership and hopefully, if the wider national membership takes the time to read what is going on in everyone else's club – more is the better.

Prioritising things is a bit difficult so maybe random is best.

What pops up first is my imminent retirement at the end of July this year. I know we are supposed to work until we are 70 but I realized that I have had some sort of job or other from when I was quite young. It only just dawned on me that my Dad would take me to work with him on Saturdays to LW Parry when I had just got into two figure age = 10+. I would sweep the floor of the metal turnings around the machines and pick up the brass bushings that were pushed out of rocker arms – well I think that is where they came from. They would go into a bank cash bag and later we would go to the local scrap metal recycler and I would proudly present my bag for payment – probably 2/6d – for those born after 14th February 1966 – this is “two and sixpence! – Wanting to expand my earnings I would deliver prescriptions all around the Earlwood area for the local chemist and probably pick up 5 shillings for my efforts. Then when I was really grown up, I would ride to Shelly's drink factory in Marrickville on a Saturday morning to get some casual day work. This could have been loading crates of bottles onto the bottle washing machine, fixing crates, piling crates full of drinks onto pallets, squeezing fruit juice out of fresh fruit for the lemon and orange delight drink varieties. To me it was all fun because at the end of the day, one of the Shelly brothers would come down and pay us cash for our day's work, and I would ride the 10 to 15ks back home to Earlwood.

What is the point – well I have been working for a long time, but also if I wanted to work there always seemed to be work to do. Maybe not the most attractive work – I recall being an electrical trade assistant at Australian Paper mills and crawling around in the sump of the machines – it was very dirty and smelly and yucky. But the roll of folding stuff at the end of the week made it all worthwhile.

Why do I need to justify retiring??? I might add I don't think we will be eligible for a pension – but I have certainly made a contribution to the country's economy from a very early age.

What else is going on? Well our hard working committee has been getting into the nitty-gritty of the organization for the 2015 Rally. Jules – our marvelous secretary has already fashioned a flyer and sent it off to all Volvo Clubs for Expressions of Interest – EOI in the shorthand- so that we can get some firm bookings made. This is shaping up to be a really memorable event. Pelle Petterson and Irv Gordon will be coming and we will arrange plenty of time for photo and book-signing opportunities.

I encourage all members of all clubs to share their thoughts –this as a National Event so let us have National input.

What I am extremely pleased about is the volunteers from our membership who have already jumped into the ideas and organization for the event.

The best news is THE CAR- more about this in Ted's Tips, - what car you ask Two Shillings???

The 1969 Volvo P1800S – code colour 97 yellow ?? yellow you ask –yes sort of dark cream.

This car recently came to our notice via Richard Prince. I will not elaborate on the sadness that preceded the car coming into our possession, but only to say that we did have a few opportunities to purchase other cars but chose to take on this project – as it is not a car as such because it is virtually in pieces.

All I can say is that we will get it going again so that we can say it is OURS – Jan and me and of course with the help of lots of other club members – not the least of which will be the “Pymble Wizard” whose friendship, generosity of his time and vast knowledge of these cars is sincerely appreciated.

And where to from here- well, we just got back from a weekend in Melbourne – Jan had a conference and I wanted to get together with Lance and or Greg. Both must have got a hint I was coming so both left the country for trips overseas.

However, even better than meeting the heavy top brass I got to spend several hours at Voldat with John Johnson. I had phoned John at the suggestion of Greg Sievert – told him what I was doing so he invited me to visit his workshop.

I travelled there, donned overalls and was invited to clamber over the vast range of bits he has – I was after inertia seat belts that I can adapt to the P1800 as well as a few smaller bits. We had a good chin wag – there were no less that four P1800s there I could crawl around on to see how things went together but the real essence of the visit was the willingness to help and the friendship shown.

This is what Club membership is all about. Thanks John and I look forward to our next meeting where I hope to report on a functioning car.

I read Robert Bakker's 1800/120 Club president's report in the excellent May-June edition of Rolling and I too would like to echo his sentiments. I took on the presidency of our club somewhat reluctantly, but now in my second year am enjoying it tremendously.

See you on the Highways of Life .

Ted Warner

Committee 2014



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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.

NSW Club Social Calendar



Make sure you keep an eye on the website, and emails for any changes / updates to the calendar.

Christmas in July

We are currently trying to put together something for Christmas in July. It won't be a weekend, just a day trip. As soon as we have something set I will send out a broadcast email to let you know all about it.

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 have booked 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.



Model Gurus

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

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

Uncle Teds Tips

The best tip I can give you is this – keep busy.

In all my years of management and sales training there is one thing that I know for sure – If you want something done – find a busy person, the others won't have the time.

Well I have mentioned my retirement and I need to be kept busy. If the house maintenance and extensions to the deck are not enough – plus upgrades to the upstairs bathroom and laundry, then taking on the 'restofix' of a P1800S is sure to keep me grounded.

I do believe there is some sort of cosmic plot involved here. Those of you who actually read my diatribes will know I have a belief in the Cosmos and its power to drive our lives, and I believe this is one occasion. I have looked at more than several P1800Ss and liked and disliked something about each of them. Some was the asking price, the bride didn't like the colour, or things just weren't right or things were so right I didn't have much to do on them.

Now you know that the 122S green machine (the not red one) has had quite a lot of \$\$\$\$ and love and attention over the past many years – well the speed with which she agreed to take on this project did take me by surprise, which did make me suspicious.

She said – it will be OUR project – get it "OUR" project.

Now I did expound on the well known philosophy that it is best to buy a restored car than an unrestored one as someone else has put their hard earned plus blood sweat and tears into it and more often than not if and when it comes time to sell the end result does not garner the \$\$\$\$ that one has poured into the project – let alone the hundreds of hours of labour. Doesn't matter – this will be ours

We can say we did it – well most of it.

So here is the start of the story of Code 97 Yellow.

Delivery to home and assessment of what we have – what we don't have and where we want to go.

In pictures – there is a fair bit to do but it will keep us reasonably poor, barefoot and pregnant – nope – wrong anecdote- it will keep us poor, out of the pubs and other places of enjoyment and close to home until SHE decides it is time to travel – then the OUR project will go on the shelf until WE return.

Arrival – looks good.....



Lots of bits and pieces -nice dash



PS – the total new interior is on its way as we speak – so as to speak. Keep you posted.

In Volvo We Trust – amongst other things. **Ted**



Needs work – carbys don't carby at the moment.



What we are aiming for – and no, we are not painting it Green -



The Birth of Volvo P1800 :

A Giant Leap For Volvo

by Auto on September 15, 2009

The very first sports car that Volvo had produced was the **Volvo P1900**. It was considered to be an automobile tragedy for it did not do well. In fact, it was only able to sell a skimpy sixty eight units.



Despite the downfall of Volvo's first attempt at producing and manufacturing a sports car, the company still has taken a great leap so as to design and craft another sports vehicle. And this was the very reason for the Volvo P1800. This vehicle started as a project in the year 1957.

The person who was behind the project on the Volvo P1800 was Helmer Petterson. Petterson was an engineering consultant in the company and he was also responsible for the Volvo PV 444. The actual design aspect of the Volvo P1800 was crafted by Petterson's son, Pelle Petterson.

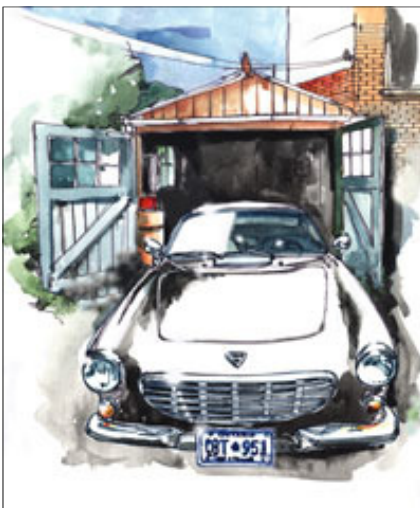
The company that Pelle Petterson worked for was also the company who built the very first prototypes of the Volvo P1800. Of course, the prototypes were named differently. The first three prototypes held the designations P958 X1, P958 X2, and P958 X3.



It was during the last month of 1957 when Helmer Petterson first drove the first hand-built P1800 prototype which was the P958 X1. He then had some engineers look at the prototype and it was agreed that the manufacturing and crafting of this vehicle could start soon and the company would be able to send them off rolling to the streets come the following year. However, Volkswagen the company came into the picture and restricted the engineers and firms who would be crafting the Volvo P1800. It was for the very reason that the company was afraid that it would seriously hurt the sales of their very own line of automobiles. However, as luck would have it, the company was able to locate a good firm that would have the capacity to build Volvo's second sports car.

The Volvo P1800 made its very first public debut in January of 1960 at Brussels Salon. It showed up as a very attractive sports car that held small fins on the rear fenders. This vehicle held many components shared with other Volvo vehicles like the Volvo 120 series sedan. It held shared parts like its running gear, the 1780 cc overhead valve engine with four cylinders, and most components of its suspension. The suspension of the Volvo P1800 was A-arms with coil springs found at its front and a very solid axle with coils installed at the rear.

Volvo has, in the case of the Volvo P1800, made another giant leap and delved into the unfamiliar territory of sports cars. However, it certainly was worth their effort. As part of continuing Volvo's tradition and culture of making leaps and going places, quality new parts are being produced for the classic Volvo vehicles.



Irv Gordon - The 3 Million Mile Man

This article About Irv appeared in the October 2011 issue of Rolling. Along with Pelle Petterson, Irv will be a special guest at the 2015 Rally, so I thought I'd put it in again, just to refresh your memory about Irv, although I guess we all know who he is , don't we.

Since this article appeared last, Irv has clocked up 3 million miles.

The NSW Club has just voted to make Irv a Life member.



While Irv Gordon is already retired, he's taken to accruing miles on his already impressively well-travelled Volvo 1800 like it's his job. It took a while to rack up the first million miles, but the second million came more quickly, rolling the odometer over in Times Square back in 2002.

Now Gordon is headed for 3 million a mere eight years later. Only big rigs put on a million miles more quickly, and even that might be debatable.

"Who would have thought such a decision, to buy a Volvo, would have created so many opportunities?" Gordon tells Autoblog. Some of his favourite miles out of the 2.8 million currently showing on the odometer (he was at 2.6 million the last time we checked) were his first trip across the United States and a trip to Europe where the 1800 and its intrepid driver drove from the United Kingdom into Sweden to see the car's original birthplace before rolling on to other continental hamlets and accruing 5,000 miles in a month.

Irv's 70 years old now, and he wouldn't mind selling his beloved red Volvo coupe. Asking price? "A dollar per mile," says Gordon. Despite what Irv calls "some very interesting offers," nobody has offered him his asking price. That's okay with Gordon, who acknowledges that his Volvo is the star. "Once I sell the car, no one will invite me anywhere any longer," he quips. Should the right buyer for the trusty red 1800 come along, Gordon knows what he'll do. "It'd be nice to have a car with all the new creature comforts to travel in, and who knows, should I live another 10-15 years, I could put a million miles on my next vehicle and start the cycle all over again." While unlikely, putting three million dollars in his bank account would make those long treks more comfortable, affording fine hotels and gourmet dining versus at times sleeping in the 1800 to save some bucks. Gordon's not complaining, "I have indeed been a very fortunate fellow," he says. You have to respect his commitment to the little Volvo coupe that was originally purchased as a refuge from a pair of demonically unreliable Chevrolets, too. A retirement lifestyle that would allow one to travel in style and worry less about finances is a nearly universal goal, too. Gordon's got a leg up on all of us, having put in the seat time to earn a spot in the Guinness Book of World Records and turn a stolid, stylish Swede into a wheeled pension plan.



Mike's Wagon

When I was 9 years old my dad traded in his 450k mile well worn P1800 for a brand new 1991 940 Turbo wagon. I spent some of the best years of my life growing up in this maroon wagon. I learned how to drive in it, I took it out for my first date with a girl, and it was my companion for all of college. It is relatively rare in its configuration, the interior is black trim on black leather on a black base and except in adds I've not actually seen another wagon in the same colour.

In 2004 my dad finally relented and let me buy it off him for the not small sum of \$3000 at the time. I loaded it up with everything I owned and headed off to live with some friends a few states away... I made it 75% of the way there before at 2am in the morning the fuel pump cut out. I got to spend a cold unhappy night on the side of the road with no cell reception and in a quiet back road where there was not a single car to pass me. In the morning it started and ran and got me where I was going... the entire fuel system was promptly replaced with much pain on my part. Necessity however bred innovation and when replacing things I looked at things and said why... and then re-designed them in the way I thought was right. This led to then replacing the tiny 13c turbo with a 15g turbo, then upgrading the intercooler, then installing chips... and on and on it went.

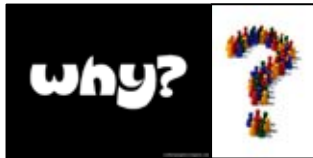
A new block was installed, A KG2T cam was sourced from Europe; major head work and a 82.5mm exhaust was fitted. I found a set of 17x8 wheels from an E430 and had some adapters made in Canada to mount them up. Even a rare large 12,000RPM tach was found so I could pretend I could rev the engine like a F1.

A few years and some 22psi of boost and 60k KM later... something went wrong and the HG went and in the blink of an eye while driving through the rain up a mountain pass (think something out of Tokyo drift and you would be close) and I found out that the temp gauge does actually go past the end of the red zone.

A very long and slow tow home by a friend using a rope at some ungodly hour in the morning. Many sleepless nights of scheming and planning later and an idea was formed. I had always wanted a 960 for the B6304 engine but I was emotionally attached to the car shell. So a complete front cut from a 1998 V90 was sourced and I was back into it. Aftermarket engine management was built from a kit (Megasquirt) and a transmission controller with paddle shifts was also made from scratch. Many months of toiling and thinking and the right combination of 940 and 960 parts were found that let the motor directly bolt into the car. I thus have somehow ended up with a 960 in a 940 body that I have an emotional attachment, I somehow cannot explain. that is currently driving me to spend way to much money to import it into Australia. **Mike Mitz**

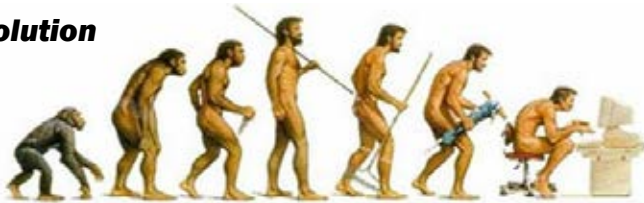


On a lighter note... by Jules



- Why do people order double cheeseburgers, large fries, and a diet coke?*
- Why do banks leave vault doors open and then chain the pens to the counters?*
- Why do we leave cars worth thousands of dollars in our driveways and put our useless junk in the garage?*
- Why don't you ever see the headline, 'Psychic Wins Lottery'?*
- Why is 'abbreviated' such a long word?*
- Why is it that doctors and attorneys call what they do 'practice'?*
- Why is lemon juice made with artificial flavouring, and dish washing liquid made with real lemons?*
- Why is the man who invests all your money called a broker?*
- Why is the time of day with the slowest traffic called rush hour?*
- Why isn't there mouse-flavoured cat food?*
- Why didn't Noah swat those two mosquitoes?*
- Why do they sterilize the needle for lethal injections?*
- You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff??*
- If flying is so safe, why do they call the airport the terminal?*

Evolution



A few gems from Air Traffic Control

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles."
Delta 351: "Give us another hint! We have digital watches!"

"TWA 2341, for noise abatement turn right 45 degrees."
"Centre, we are at 35,000 feet . How much noise can we make up here?"
"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

O'Hare Approach Control to a 747:
"United 329 heavy, your traffic is a Fokker, one o'clock , three miles, Eastbound."
United 239: "Approach, I've always wanted to say this...I've got the little Fokker in sight."



FRONT COVER [1984 Volvo 240DL](#), Built about 15 years ago by a Volvo restorer in North Carolina from a 24 wagon, it's a real head turner. Most people say "I never knew Volvo made a pickup!" It's solid and runs very well – could use paint to make it show quality, but it looks very nice as is. Stock 2.3 litre Volvo 4 cylinder, auto trans.



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.

1800S BONNET in excellent condition. Asking \$600 dollars for it, plus freight



costs, or "pick up" whatever suits the buyer. Email christony2@internode.on.net

1984 760. All round great condition for age (original garaged vehicle). Will require a replacement fuel pump,



a little noisy but working. \$550 ono. Paul Barnett 0457410453. Email paulbarnett1968@gmail.com

1800 TAILLIGHT RESTORATION Have your corroded die cast taillight housing brought back to new condition. Also, the STOP, TAIL, BLINKER fitted with new insulated bayonet holders with separate



EARTH. Exchange service is available or you can have your own units restored and returned to you. If you choose to have you own taillight restored the manufacturing period is up to 6 weeks. For technical information or advice contact Chris Bennett 0403920274. Email volvclassic1800120@yahoo.com.au. For exchange service contact Gerry Lister on 02 9499-6666

1961 122 4-DOOR Very reluctant sale for a great car! The car is registered in NSW with standard plates until October 2013, registered as "HIS-122". 4-speed gear box and electric Laycock overdrive have been professionally installed. The engine has been bored out to 2.0 litres by Volvo Sweden, with sports extractor. The car has been converted to unleaded. The duco has been completely rejuvenated in gunmetal grey, chromes are as-new and the interior has been carefully restored



with immaculate red upholstery. Air-conditioning is installed. It has been professionally lowered by two inches. The original workshop manual and many spare parts are included. \$18,000 ONO. Contact: mphelemons@bigpond.com or call 0414 904 333

1986 740GL Exceptional all round condition. Silver with red velour trim.



2 owners. 170,000 kms. Full service history. New Continental tyres. Alarm. Currently on club plates. \$2900 with RWC. Contact Steve 0411 818 799.

242GT SEATS 2x front (complete). Back cushion & backrest. Good to fair condition. \$250. Sydney. Graham Bennett. 0408 600 475

1977 VOLVO 66DL Left-hand drive. Body and mechanical condition are good and many works have been completed before I imported it late 2010. The car is NOT in original condition as it has been cosmetically altered to look a bit more rally-like. It has the DAF designed variomatic and is on club rego.



I am starting to lose interest and hope someone else is enthusiastic about it because it is (probably) the only one in Australia. An English workshop manual can be arranged and spare parts are available through the DAF club in Holland. The car comes with a number of spare parts. Price to be negotiated. For any info call me on 0468 380 977

BEAM-TYPE PAOYI AERO WIPERS

Tested to over 1 million wipes for lower noise and longer durability. Complete with 7 adaptors to suit 99 percent of cars.



Various sizes available direct from the importer only \$15 ea. Contact Andrew at Daley Prestige Repairs 0404 646 365 or email andrew@daleyprestigerepairs.com.au

EZ POWER STEERING KIT, MK 1 Fits all Volvo 1800s. New in the box. It fits to the top end of the steering column and it's electronic, so it uses no engine power. It has no belts hoses or pumps. It's made



in Europe and is top quality. The latest version sells for \$2700. My price \$ 2100. Call Wayne. (Perth) 0408 168 718

1800ES LEFT HAND TAIL LIGHT

Complete with chrome body. Second



hand but it is in perfect condition. \$250. Call Wayne (Perth) 0408 168 718

VOLVO 1800 LOGO KEY RINGS



Nice addition to your classic Volvo!
\$15 including postage within Australia.
Please contact Lee via email classicvolvogirl@gmail.com


POSTERS 60's to 80's - most series - from \$25 plus post. Also, original owner's handbooks, 544 to 7-series. Sydney. Graham Bennett. 0408 600 475



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Volvo Performance Parts

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Australia

mobile: 0405 814 545
email: mark@vp-tuning.com.au





Expression of Interest
Volvo Clubs of Australia 2015 National Rally
Friday 14th - Sunday 16th August 2015
The Event of a Lifetime.....it won't happen again!
Special Guests



Pelle Petterson, designer of the P1800 & Irv Gordon, the 3 Million Mile Man.

Greetings fellow Volvophiles -

The Volvo Clubs of Australia 2015 National Rally will be located in Sydney and held in conjunction with the Shannons Sydney Classic at the newly refurbished Sydney Motorsport Park (formerly Eastern Creek) on the weekend of 14th to 16th August. The Shannons Sydney Classic is hosted by the Council of Motor Clubs NSW.

This event displays over 1700 classic vehicles and attendees at the rally have the opportunity to showcase their Volvos in a select area capable of holding easily 100 cars, as well as to drive the new circuit on our display laps.

Also, the Volvo Car Club NSW has invited Pelle Petterson and Irv Gordon to be special guests for the event and both have accepted. We enthusiastically encourage members of all Volvo clubs to attend and support what is going to be a most memorable occasion.

We are in the planning stage at the moment and have approached The Hills Lodge at Castle Hill as the focal point for the formal parts of the event. This is a most suitable venue as the Hotel Manager is working on it being known as Classic Car Central! (or C³) So we know we are going to get a good deal. Outlined below is how the weekend is expected to unfold:

Friday evening:	4pm - 5pm	Registration for those participants who arrive on Friday.
	6pm - 8pm	Welcome cocktail party with finger food.
Saturday morning:	9am	Bus to Sydney Olympic Park to catch ferry for Sydney Harbour Cruise including a light lunch (optional).
Saturday afternoon	2pm - 5pm	Registration for those participants who arrive on Saturday.
Saturday evening:	6pm - 10pm	BBQ dinner and socialising.
Sunday morning	9am	Depart for Sydney Motorsport Park to attend Shannons Sydney Classic (Council of Motor Clubs display). Concours judging will take place during the day.
Sunday lunch:	12 noon	Light lunch catered by Sparks Catering of SMP.
Sunday evening	7pm	Trophy Presentation and buffet dinner at the Hills Lodge with a Q&A session with our specials guests.

To assist with planning it is vital we have an idea of numbers of participants who wish to attend.

To indicate your interest fill out the form below and return the whole page (with a \$50 refundable deposit) by mail to:

Make cheque payable to:
 Volvo Sporting Car Club of NSW
 PO Box 419
 Bexley NSW 2207

EFT funds to the St George Bank
Account Name:
 Volvo Sporting Car Club
BSB: 112-879
Acc No: 473827411
Transaction Description :
 2015 Rally Deposit



Standard Room at the Hills Lodge

Then post or, scan and email, the completed form to Julie Williams

hollymist@bigpond.com

Name: _____ Number of people attending: _____
 Address _____ State: _____ Postcode: _____
 Phone: _____ Email: _____
 Vehicle Model: _____ Year: _____
 Deposit enclosed: _____ or EFT Date: _____ Receipt Number: _____



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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