

GERRY LISTER



**LIFE MEMBERSHIP – Volvo Car Club
of NSW – December 2016**

VOLVO CAR CLUB OF NSW - About the Club +

Based in Sydney, Australia, the Club was originally formed in 1969 under the name "The Volvo Sporting Car Club" with its main aim being the conduct of motorsport events. The Club became incorporated under State Law in the early 1990's and its aims expanded to cover other activities such as social outings, car displays, junior driver instruction, etc.

In 1997 the name of the Club was changed to its present "The Volvo Car Club of NSW Inc." to more appropriately cover its operations and to meet the desire of Volvo Car Australia in standardising the car clubs in the various states of Australia. The Volvo Sporting Car Club has been retained as a sub-club to conduct and take part in a mixed calendar of motorsport events. The Volvo Car Clubs' official magazine VSCC News is published bi-monthly.

Each year the Club participates in a balanced calendar of events such as Super Sprints, Hill-Climbs, Motorkhanas, Car Displays (Show & Shine), and numerous social activities.

Gerry Lister was Club Member No.1

Were did it all begin for Volvo, and of course Gerry Lister?

Some say the 50's, some say the 60's, some (the younger ones) say the 90's when Volvo burst back onto the world's motor sport stage after a long absence. In fact, the *association of the Volvo marquee with motor sport started in a very small way the year Volvo started*. In that year (1928), a Volvo Jakob OV4 participated in the tough 1360km Moscow-Leningrad-Moscow Rally. The Volvo was the only car to finish without penalty points! However, apart from a few isolated events, Volvo's were not seen in racing or rallying again until the late 40's

If the PV544 were the car that had spread the Volvo name through Europe and America, it would be the 122 that would sow the seeds in Australia.

At Sandown, a 122s grabbed the class win in a 6-hour race. Drivers were Ivan Sedgedan, old friend to Robbie Francevic, and Colin Giltrap. The same year, five Volvos came in the top 20 in the Ampol Trials. More rally wins in 1965. The Singh brothers of Kenya made history in a well run-in Exworks PV544, taking first place in the African Safari Rally. By now Volvo had become an institution in rallying. Tom Trana had won the Acropolis, the Midnight Sun and the RAC. These were just three of six international rallies won in Volvos in 1965. Strangely, this year of many successes was to mark Volvo's temporary withdrawal from motor sport in Europe (so what's new). But the story was different in Australia.

A Volvo 122 driven by Monaco Motors, Gerry Lister, who won three of the first four Touring Car races to be held at Amaroo, and there was more to come.

Race on Sunday, Sell on Monday

The name Gerry Lister is synonymous with Volvo in Australian motor sport. Lister became an instant fan of the Swedish brand after his first drive of a 122 in the early 1960s. He has been galvanised to the marque ever since and now runs a thriving spare parts business specialising in classic Volvos.

In 1961 Gerry and his brother Tony co-founded the first Volvo dealership in NSW, establishing **British & Continental Cars P/L** (later Monaco Motors) on William Street, Sydney. As Volvo was little known in Australia at the time, the Lister brothers decided that motor sport would be a great way to show the public what they could do.

Gerry holds the unique distinction of being the first driver to race a Volvo in Australia. That occurred at Oran Park in 1964 and his appearances at other Sydney tracks like Warwick Farm and Amaroo Park became more frequent.

He was often joined by David Seldon, who worked for British & Continental Cars as a junior salesman and bought himself a 122S to compete against the boss. Another prominent 122S racer was Max Winkless, who worked for the Australian importer Peter Antill at the time and shared his fellow racers' passion for the Swedish marque.

Volvo122-GerryLister-AmarooPark



Gerry Lister raced his 122S two-door at Sydney's Warwick Farm in 1966. This RHD car had been specially prepared for competition use by the factory in Sweden, featuring a powerful 140 bhp engine, close-ratio gearbox, uprated suspension and big 18-gallon (82-litre) fuel tank. It could do 120 mph (190km/h) and had excellent fuel economy. Scuderia Veloce boss David McKay and Bill Orr drove it to outright victory in the 1966 Lowood 4 Hour race in Queensland, winning by more than a lap from strong GT 500 Cortina and BMC competition. Sadly it was destroyed in a big crash during practice for the 1968 Surfers Paradise 12 Hour race."

The 122 was an amazing car, beautifully designed and with a huge heart. On paper it didn't go and shouldn't have been able to do the things that it did with only 1.8 litres, but it was so well balanced. Everything just clicked. I thought those Swedes were very smart and after all these years I still do.

Warwick Farm 1968



1968 LONDON TO SYDNEY MARATHON - Gerry Lister

“I believe the idea was thought up over lunch by Sir Frank Packer of the Daily Telegraph in Sydney and, I think Lord Aitken of the Daily Express in London. We were the first entry from anywhere in the world and, I have a photograph of Sir Frank Packer accepting it from André and myself. The reason it ever actually took place was probably due to Packer’s determination to make it happen.”

“I drove a 144 B20 which was one of three factory prepared cars that Volvo built for the Amoco Team from Sydney. Ken Tubman finished 10th and my car was a few minutes behind in 13th place. The 144 was very strong however it did have a weak point. This was the Front Cross Member. We worked on the problem and in 1970 I took a 142S Factory Car with John Laws and Bill Nolan in the Ampol Round Australia Trial. We finished 12th outright out of 230 starters and, the Cross Member survived.”

“I took the 1968 Marathon Car (144), in the 25th Anniversary re-run of London to Sydney in 1993 where the car finished strongly but an accident in Belgium and a rollover in South Australia kept us back in the field. I still drive this car from time to time and it amazes me how good it is.”

“I can honestly say that I believe the Volvo 120 Series is probably one of the best cars of all time and even after 42 years of driving them. They never cease to amaze me. I would like to think that I have contributed to the development and success of Volvo in Australia and that it continues for many years to come.”

“Volvo 1800S - although I think the 122S is the best car of all I have been using my '64 1800S in the AROCA 6 Hour Races, Targa Tasmania and the East Coast Targa Tarmac rallies. This car, like my other competition cars, has never let me down and out performs many cars that it is not supposed to.”

Gerry Lister is the first to have had a racing Volvo in Australia ! He is now the biggest Amazon and P1800 new parts dealer in Australasia.

Gerry Lister's story

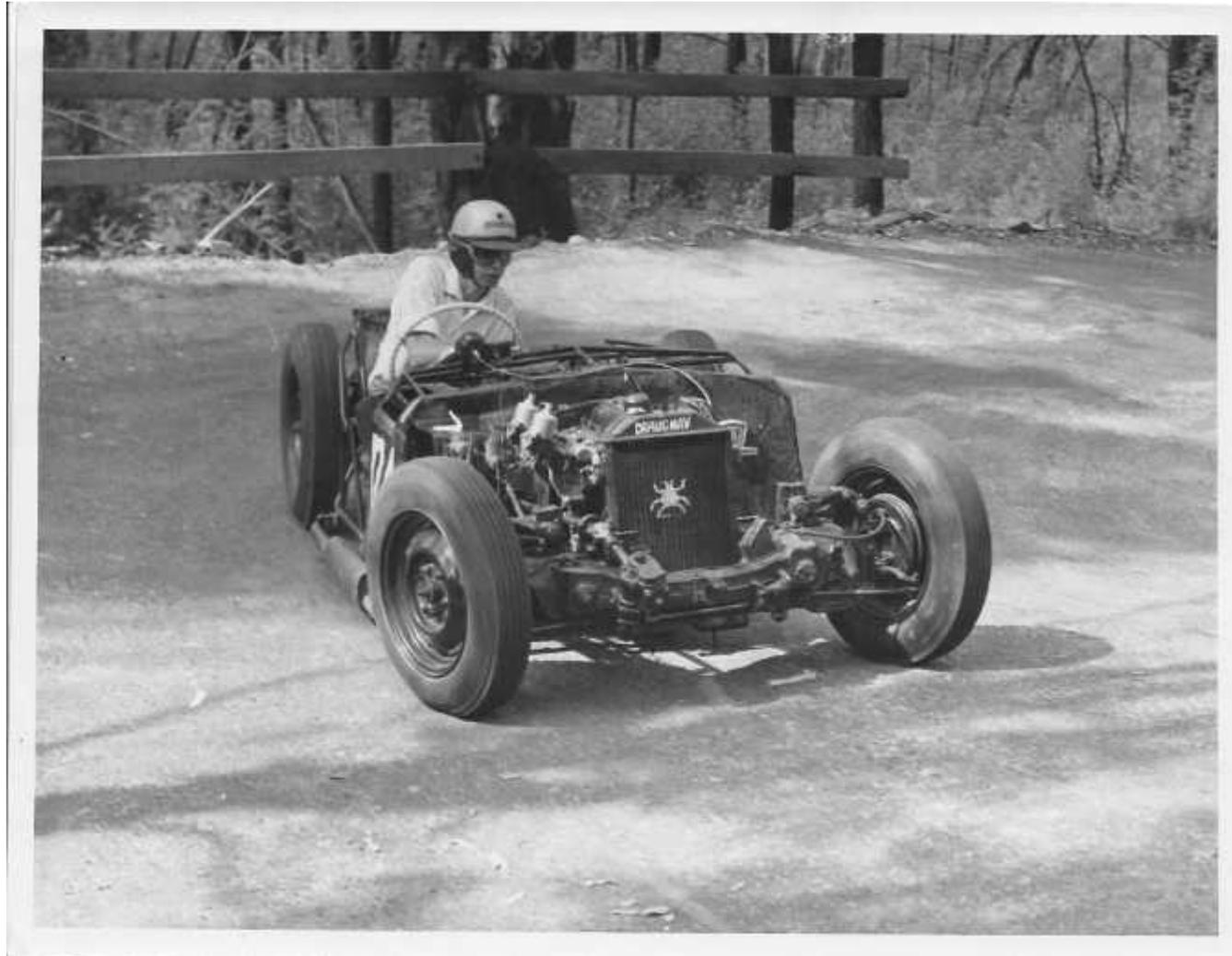
...to be continued of course



VOLVO 122 Amaroo Park



Some very early photos









Gerry likes a bit of colour

