

ROLLING

A U S T R A L I A
N O . 2 3 1 M A R C H A N D A P R I L 2 0 1 7



NATIONAL MAGAZINE FOR: THE VOLVO CLUBS OF VICTORIA, NEW SOUTH WALES, SOUTH AUSTRALIA, THE SUNSHINE STATE AND THE 1800/120 CLUB OF AUSTRALIA

9874 5544



www.berrymotorgroup.com.au



For the love of *all* Volvos

From the oldest to the newest and everything in between, Berry Motor Group has over 30 years of experience, and the latest in diagnostic technology, to take good care of any Volvo you might drive.

From minor repairs, to major restorations, Berry Motor Group can do it all in our professional service workshop in Mitcham.

We carry a large range of new parts, and our dismantling division Volv-rek provides a continuous supply of used parts for all Volvos.

Even upgrading to another Volvo is made easy, as we offer a range of pre-loved Volvos ready for their next home.

INCORPORATING



16 Thornton Crescent
MITCHAM, VIC 3132

berrymotorgroup.com.au

03 9874 5544

Rolling Australia January/February 2017, Issue 231

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

Published and distributed by:
Volvo Club of Victoria Inc.
ABN 91 899 239 301
PO Box 3011, Moorabbin East, VIC 3189
www.volvovic.org.au

Deadline for Submissions
Next deadline is 10 April 2017.

Magazine submissions coordinator:
Greg Sievert
Mob: 0401 713 595
Email: greg.sievert@gmail.com

Editor and Design
Adrian Beavis
Email: apbeavis@me.com

President
Heino Nowatzky 0425 705 045 hnowatzky@ozemail.com.au

Vice President
Werner Golla 0419 351 060 falconxa@hotmail.com

Treasurer
Rod Shearman 0468 362 144 club_treasurer@yahoo.com

Secretary, Public Officer, Scrutineer/Safety Officer
John Johnson 0414 385 962 (AH) SaintJohn@c031.aone.net.au

Scrutineer/Safety Officer
Graeme Berry (03) 9874 5544

Membership Secretary
Greg Sievert 0401 713 595 greg.sievert@gmail.com

Webmaster
Daniel McIndoe 0410 427 244 daniel@dmacca.com

General Committee
Andrew Marney 0417 533 310
Doug Miller 0433 444 861 chez.doug@gmail.com

Mark Iceton
Dion Nowatzky
Len Ward 0409 947 951

Julian Petti
Darcy Rule
Michael Scott

AOMC Representative
Timothy Fegan 0437 687 563

Official Photographer
Gerard Gowans gdgowans@bigpond.com

Volvo Car Clubs Australia Liaison Officer to Volvo
Car Australia Lance Phillips, lancephil@bigpond.com

Life Members
Lance Phillips, Peter Spencer, John Johnson

Honorary Members
Robert & Shirley Kaub

Register Captains

P1800
John Johnson 0414 385 962 SaintJohn@c031.aone.net.au

PV444/544 & 120
Philip Perkins 0400 026 553 philip@wilkinsinternational.com.au

142/144/145/164
Heino Nowatzky 0425 705 045 hnowatzky@ozemail.com.au

240/244/245/264/265
Mark Hoffmann 03 9335 3946 (AH) vol244@hotmail.com

242GT/262C
Lance Phillips 03 9707 2724 lancephil@bigpond.com

700/900 & S90/V90
William Liao 0481 277 815 volvo740@gmail.com

360/440 & C30/S40/V40/V50/C70
Mark Richardson 0403 814 545 mark@vptuning.com.au

850/S70/V70/S60/S80/XC60/XC70/XC90
Mark Iceton 0434 897 144

Motorsports
Ash Davies 0412 709 695 ash.davies@dvs.net.au

Disclaimer: In regard to products, services and/or procedures that are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability or suitability for their own particular requirements. Advertisers must ensure at all times that their products and/or services represented are suited to the intended use. The Volvo Car Club of Victoria Incorporated cannot accept responsibility for any product or service statement made herein, and the opinions or comments from any contributor are not necessarily those of the Club, the committee, the members or the editor.

Contents

Victorian Club pages	2
South Australian Club pages	17
Sunshine State Volvo Club pages	23
1800-120 Club pages	29
NSW Club pages	43
Classifieds	52
Volvo Car Australian dealers	53

Front cover: Victorian Volvo Car Club at Flemington, looking northwards

Back cover: from https://www.media.volvocars.com/global/en-gb/media/photos/list

Volvo Club of Victoria Noticeboard

March

Wed 1 - Night Meeting, 8PM. Guest Speaker: TBA. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St).

Sun 19 - Club Run to Marysville and return via Warburton – Lunch at Marysville and magnificent forests, waterfalls and lookouts along the way. Total distance less than 200km from Lilydale and return (mostly) on sealed roads. Watch the website for start time and meeting point. Further information Doug Miller or Len Ward and at the March General Meeting.).

April

Wed 5 - Night Meeting, 8PM. Guest Speaker: TBA. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris (enter from Bickleigh St).

May

Wed 3 - Night Meeting, 8PM. Guest Speaker: TBA. Note the change of location for this meeting: Shannons Limited, 40 Corporate Drive, Heatherton

Sun 7 - Volvo Clubs National Rally, Warwick, Queensland. See SSVV section for more details.

Sat 27 - Get-together in Melbourne with Oodnadatta Challenge visitors - details TBA.

Sun 28 - Morning tea in Daylesford with Oodnadatta Challenge visitors & 1800/120 Club. Please contact Greg Sievert (0401713595 or email greg.sievert@gmail.com) if you wish to attend and details will be provided.

Sat 27 and Sun 28 - Historic Winton. We plan to have a display of Volvos representing 90 years of Volvo. Please contact Heino for further details. Event website www.historicwinton.org

May meeting to be held in Heatherton

The May night meeting will be held in the Shannons Corporate Board Room. The address is: Shannons Limited, 40 Corporate Drive, Heatherton, starting at 8pm. The Volvo Club of Victoria has been offered this venue for our monthly night meetings. The location offers better access, significantly more parking, full audio / visual equipment, modern climate control and will accommodate around 50 people. We will also have full use of their staff kitchen facilities.

At the end of this meeting we will discuss if Shannons is to become our permanent home for our monthly night meetings or we return to the Camberwell Tennis Centre for subsequent meetings.

This will give everyone the opportunity to see and experience the Shannons venue and also how it affects your travelling time before making a decision.

Regards

Heino Nowatzky President 0425 705 045

President's prattle

90 YEARS OF VOLVO



The Victorian Clubs Annual Display Day was a fantastic turnout and display of Volvos to commemorate 90 Years of Volvo. Unfortunately the weather was not kind to us and we had to endure constant rain squalls (some being quite heavy), periods of sunshine and more rain. Still we had a record of 63 cars all up on display. Thank you to all the hardy souls that made the effort and endured the conditions with humour and tenacity. The worst was just around lunchtime and saw us all huddled underneath two gazebos, making sandwiches while the heavens open above us. The Club showcased the 90 years with two new Volvos (the S90 and XC90) courtesy of Melbourne City Volvo flanked by John Johnsons PV56 and Len Wards PV544. We then had a display of Volvos in chronological order plus some interesting Volvos. Behind these we had the members cars that were arranged as best as possible in class groups.

Some had a very long day with the Tanners coming down from Albury and Bruce Simpson travelling in from Heywood. Plus quite a few came in from the Ballarat area. After a long day we were returning our cars plus the 850 Racecar to our storage facility in Clayton and had just dried the cars and put the car covers on when we were hit with the most ferocious hail storm. Thankfully the stones were small and didn't damage Dion's XC90, which was parked outside, but the noise and was deafening and there was a 10cm layer of hailstones all over the driveway. Luckily we were in the XC90 for the drive home as many

cars were unable to negotiate the large pools of water left on the roads. I am very thankful that the weather in Flemington during the display did not deteriorate to that level and hope that everyone got home safely.

I would also like to thank Robert Bakker for his support as a guest judge and two judges brought in from the Mercedes Club, Warren Martin and John Cuccaro, who selected their top five cars and from this The Car of The Show (note this was a once off to coincide with the 90 years of Volvo display). Congratulations to Adrian Beavis whose 244GL was picked as The Car of the Show. Adrian is always very humble but his 244GL is a very impressive and original car. I can assure you that Warren and John really know their stuff and for them to choose the 244 over the P1800's indicates how good this car really is.

This is really going to be a busy year so please keep an eye on the events coming up both in the magazine and look for updates on the webpage.

Again don't forget the National Rally to be held in Warwick 5th to 7th May 2017. The Sunshine State Volvo Club (SSVC) will be the host club. Look to the SSVV pages of this magazine for updates. Also we will give you updates on the Dutch Volvo Club's 120 Tour of Australia.

Until next time
Heino Nowatzky



VOLDAT AUTOMOTIVE

VOLVO SERVICING & REPAIRS

9553 1091



Manager
John Johnson



VACC

You're In good hands

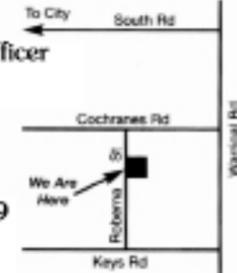
Incorporating

THE SAINT EMPORIUM

Dedicated to the Service & Repairs of the Volvo 1800

New & Secondhand Accessories
Volvo Car Club of Victoria Safety Officer
All Mechanical Repairs & Servicing
Volvo New & Secondhand Parts
Fuel Injection & EFI Specialist
Auto Electrical & Part Repairs

46 Roberna St, Moorabbin VIC 3189
Ph: 03 9553 1091
Fax: 03 9532 3151



To City ← South Rd
Cochrane Rd
We Are Here → Roberna St
Keys Rd
Mangar Rd

Volvo Club of Victoria Club notice board

HAPPY BIRTHDAY PEG

One of our long standing classic owning members, Peg Murray has just celebrated her 92nd birthday. On behalf of the Committee and members we wish her all the best. Peg has relinquished her white Classic 122S 4 door to new enthusiastic owners Walter, Sandra and Gerard Gowans who I am sure will lavish all the attention it deserves. Peg and her late husband Bob who owned a red 122S 2 door now owned by John Fleming were both Volvo 122S enthusiasts. On the occasions I was working in the area and dropped in I could always be guaranteed a cup of tea and a chat.

Best wishes
Lance Phillips



Above: Peg and Bob Murray at Como Park, 1982
Right: Walter taking possession of Peg's 122

Peg Murray from Whittlesea, Victoria, has sold her beloved 1966 122S to Walter & Sandra Gowans. Peg, who turned 92 this February, had the 122S since 1975. It was purchased on recommendation of myself. Peg's late husband, Bob, was impressed with the blue 1961 B-16 I had and thought a 122 would make a great second car. The Murrays fell totally in love with the model, a few years later adding a second one, a red 1965 model. This car, sold new in the UK by Rudds of Worthing, came to Australia in 1966 and was registered KDP-856. It is now owned by myself.

Regards, John Fleming



ANTHONY HYDE CLASS WIN

Anthony in his 1980 242GT Turbo won a competitive class in the 2016 ACT Club Hillclimb Championship over 8 rounds.

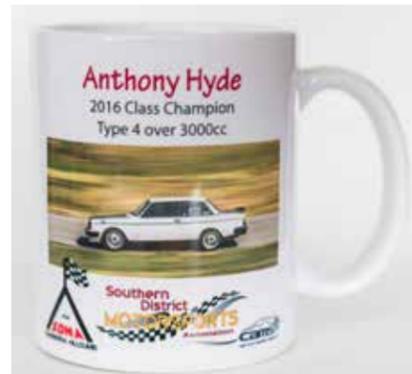
Consistent results with a mix of placings and super reliability were the key. Type 4 allows extensive modifications and light weight panels.

Even though the B230ET engine is 2.3L, the CAMS turbo multiplication factor is 1.7 and is therefore rated as 3.9L.

Quite a small turbo is fitted to provide rapid acceleration out of corners. A high flow intercooler is one of the secrets.

Cylinder head was enhanced by Gary Comerford at Volpro Auto.

Super sticky Dunlop tyres in 245/40/17" cost around \$500 each but are considered a safety factor as the chassis stays well planted on the bitumen.



WELCOME NEW MEMBERS! (AS AT 14 FEBRUARY)

Sylvio & Nicole Deluca (244GL)

Jarrold Ward (740GL)

Justin Hilton (XC70)

Mark & Joanne Young (240)

Do D. & Yuka Pham (240GL)

Barry Cardell (240, 740)

Dan-Olaf Forsberg Svensson & Lisa Parsonage (244DL)

Asela & Indu Angammana

Istvan Csik (850, Mercedes)

Robert Putland & Kimberly Bennett (245)

Dean Shannon & Mark Orlandi (245L, 240GLE)

MAGAZINE POSTAGE (ALL CLUBS!)

Please contact the Membership Secretary, 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 Club of Victoria Club notice board

YOUR MEMBERSHIP

As of 14th February we have 307 financial members and 13 members who are un-financial, bringing our total member count to 320. If you are unsure of your membership expiry date, please look at the details above your address printed on the fly sheet inserted with your most recent club magazine. PLEASE BE SURE WE HAVE YOUR CURRENT EMAIL ADDRESS ON FILE as membership forms will be emailed to all members about a month before your

membership is due. Please review your details and return the form with your payment, or if you pay via direct deposit, you can email me any changes. Be sure to put your name and membership number in the direct deposit transaction description so we know where the money is coming from! If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401-713-595 or email greg.sievert@gmail.com.

MEMBERSHIP FEES UPDATE

Annual membership fees have increased. The new membership rates are:

- Adult/Family: \$50 per year
- Student: \$25 per year
- Pensioner: \$25 per year

Please be sure to update your direct deposits!

For a membership form, please contact the membership secretary or download from the club's website as we will no longer be publishing it in the magazine to save space for more relevant articles and photos.

ANNUAL SPECIAL SERVICE AWARD

The Club has established an Annual Special Service Award to recognise outstanding and continuous service by members of the Volvo Club of Victoria either individually, as a family or a group. Commencing in 2017, the Award will be presented at the Club's Annual General Meeting.

All Club members are encouraged to consider nominating a suitable recipient for the Award. Nominations must be received by the Club President by 30th April in the year the Award is to be offered.

Criteria for nominating a recipient of the Award includes; length of service to the Club, commitment and a willingness to pitch in wherever needed, and a strong contribution to Club activities.

More details of the Annual Special Services Award and nomination criteria can be found on the Club's webpage under Downloads/Club Documents or from Club Committee Members.

TREASURER'S REPORT

The club's bank balance on the 14th February was \$ 12,993.01 For any questions about the club's finances, please contact Rod Shearman on 0468 362 144 or email club_treasurer@yahoo.com.

CLUB PERMIT CARS

For those club members who have classic cars on Club Permit plates in Victoria, it is MANDATORY that your membership is paid up. If your membership is lapsed and the police pull you over to check your details, they can contact us to confirm your membership is current. If not, you will be fined for driving an unregistered vehicle - fine is around \$700 plus!

ALSO PLEASE NOTE: When you put a new car on club plates, you must let Greg Sievert know the car details and plate number. Email me (greg.sievert@gmail.com), call (0401 713 595) or post any updates to the

club PO box.

The committee has developed a set of guidelines and expectations for those members who have cars on the permit scheme. 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: Heino Nowatzky, John Johnson & Greg Sievert.

MODIFICATIONS TO CLUB PERMIT CARS IN VICTORIA

Please be aware that VicRoads have strict guidelines for eligibility of cars on the Club Permit Scheme (CPS), including acceptable modifications. Please refer to the VicRoads website where all details are clearly spelled out. It is not the Club's position to advise on legality or interpretation of the regulations. If the Club becomes aware that a vehicle on the CPS has been modified beyond the rules for the standard CPS without the appropriate engineering approvals, we will contact the owner and give them a chance to obtain the approvals. If the owner does not comply or does not reverse the modifications, we will be required to contact VicRoads and advise them that the vehicle is not eligible for the CPS and VicRoads will then take the necessary actions. If you have any questions, please contact the President or one of the Club Permit officers.

Victorian club news and articles

Australia Day Display 2017

Once again the Federation of Veteran, Vintage and Classic Car Clubs hosted the Australia Day Display in the Domain. This year was the 40th anniversary of the event. In the past up to 500 cars graced the service road and the walking paths up to the Governor's Residence. There was always adequate room for a parked car and passing pedestrian/cycle traffic but this year the "fun police" [Government OH&S Dept] deemed it unsafe although there had never been an incident in past 39 years.

The result was only 115 cars were allowed and had to be parked on the service road. As we entered across Anzac Ave in the space of 50 metres we were asked our entry number 4 times and told where to park by Govt Security staff. This was a bit of overkill.

That is enough said on the matter. This year due to restricted numbers entry was by Expression of Interest followed by acceptance or not.

John [1967 1800S] and I [1969 142] were granted a Guernsey. After looking at the entry list the organisers had done a good job of selecting cars by age to ensure a variety from 1906 to 1980's.

The weather was good. There was entertainment, food vans although coffee was lacking with main van running out just after lunch, lots of things to keep kids amused. The Governor's residence was open for inspection [or parts of it] with entertainment in the garden.

We were asked time and time again why the small number of cars this year so we told them. Volvo ST1 generated a lot of interest from the passing parade of people. Some wanted to know if it was a "real" one from The Saint TV show indicating John's quality build. Others just loved the car as a result we met some interesting people on the day including a Canadian couple

It was a great day although we did not see any other Club members who usually drop by for a look.

Roll on 2018.

Lance Phillips & Len Ward

John Johnson & Sandra



RACV GREAT AUSTRALIAN RALLY *Rallying For A Cure*

February 2017 at Mornington

For many years the RACV and the All British Classics Car Club have run the Great Australian Rally in support of the Peter MacCallum Cancer Institute. The Rally attracts a great cross-section of veteran, vintage and classic cars displayed in the grounds of the Mornington Racecourse and is a regular event for the Volvo Club of Victoria. "Rallying For A Cure" has been going 22 years and to date has raised approximately \$800,000 for cancer research.

This year numbers were down from the usual attendance of up to 900 cars, perhaps it was the forecast potential for rain that kept some away. Still, the diversity of cars was a feature as was the willingness of car owners to talk about their cars and answer questions; and the weather at Mornington was sunny and fine with a cooling sea breeze.

The Club was represented by John Johnson (780 Bertone), Doug Miller (262 Bertone), Lance Phillips (242GT), David Caligari (282GT), Jeremy Visick (245DL) and Len Ward (144).

We parked as group and the line of classic Volvos stood out and attracted a lot of attention. David and Lance were kept busy explaining the point of difference between the 282GT (Lexus V8 conversion) and the 242GT, John and Doug explained the collaboration between Volvo and the design house of Bertone, while Len & Jeremy showcased the practical, robust, spacious and safety features of those wonderful Volvos of the 60s and 70s.

Doug Miller



Classic Car Showcase – Flemington

RESULTS: PEOPLE'S CHOICE

- PV, 120 Amazon Class: 1st: YSK388, PV 56, John Johnson
 Equal 2nd: CH 1844, 120, Philip Perkins & WSV619, PV544, Len Ward
- P1800 & 1800ES Class: 1st: ST1, P1800, John Johnson
 2nd: KBS625, Andrew Marney
- 140/164 Class: 1st: 09593-H, 142, Lance Phillips
 2nd: 77183-H, 164, Mark Iceton
- 242GT & 262C Class: 1st: 29448-H, 262C, Doug Miller
 2nd: 07561-H, 242GT, Lance Phillips
- 240/260 Class: 1st: 03961-H, 240GLE, Thorben Hughes
 Equal 2nd: MK244, 244DL, Mark Hoffmann & 77754-H, 240GLE, Dion Nowatzky
- 740/760/900&S90 Class: 1st: 00313-H, 780, John Johnson
 2nd: 38096-H, 740HP Turbo, Mark Iceton
- Small Volvos up to 2004: 1st: 46897. 360GLT, Laurie Menouge
 2nd: WCX429, V40, Mark Richardson
- 850 and Later: 1st: VAG617, S80V8, Peter Hoffmann
 2nd: TFIVER, 850T5-R, Mark Iceton
- Modified: 1st: 00084-M, 282GT, David Calligari
 2nd: 66536-H, 142, Jay Stagoll
- Presidents Encouragement Award:
 Alex Isaacs, 120, 75292-H
- Most Typical Volvo: Blue 740GL, 77943-H, Werner Golla
- Master Class Winner selected by Guest Judge Robert Bakker:
 00313-H, 780, John Johnson

RESULTS: GUEST JUDGES

Guest Judges from the Mercedes Club, Warren Martin and John Cuccaro selected their Top Five Cars and out of those cars one car was judged the Car of the Show:

- Top Five Finalists: 00313-M, Volvo 780, John Johnson
 MK244, Volvo 244DL, Mark Hoffmann
 ST1, Volvo P1800, John Johnson, and
 KBS625, Volvo P1800, Andrew Marney.

The final car being then judged as: The Car of the Show:
 AOU629, Volvo 244GL, Adrian Beavis



AIM
VEHICLE SOLUTIONS

ACCIDENT REPAIR CENTRE

Steven Mallas
 0418 588 395

43 Roberna Street
 Moorabbin Vic 3189
 Ph/Fax: 9553 5866

**Volvo Restoration
 and Custom Work
 Welcome!**

We are here

Services Provided

- Insurance Work
- Private Work
- Panel Beating
- Spray Painting
- Fleet Repairs
- Detailing
- Prestige Vehicles
- Late Model Vehicles
- Windscreen Repairs
- Third Party Claims
- Free Loan Cars*

*Conditions Apply



The 240/260 Register

By Mark Hoffmann

Car Care Series Part II: Mechanical Polishers

Welcome to this issue's 240/260 Register Page. I hope readers enjoyed last month's article on clay bar paintwork care, the first in my ongoing series of articles throughout 2017 devoted to the subject of car care. For this issue, I'd like to focus on mechanical polishers for domestic use by the car enthusiast. Namely, what is the most appropriate and best value for money product to buy, and which to avoid.

For several years, I used random orbital polishers with a ten inch diameter pad (see picture). Being older and wiser now, I can report that I'm glad I'll never have to use one of these again. You probably know the type I'm referring to as they are readily available, not only at dedicated auto stores, but often also in the limited auto aisles of major retailers like Kmart or Big W. The basic style, quality and price point of these machines doesn't seem to vary much and in fact, one gets the impression that they all come out of the same factory in China and are shipped worldwide in whatever colour and with whatever branding an importer desires. I've tried a variety of brands and models and have found them to be all much the same.



These machines feature side handles for two handed operation and a ten inch polishing plate with a foam backing, over which you fit (stretch) a washable and reusable elastic-rimmed polishing pad. Terry cloth, microfibre and lambswool are among the choices of pad, depending on the type of polish or wax being applied, and the pads can be purchased individually. The machines are always 240V corded appliances.

I won't dwell on which pad to use for which polishing application, simply because these polishers are awkward to use and the motors are of very poor quality, and I simply cannot recommend them. After only light use, I've had these machines begin to smoke and to blow their internal fuses in spectacular fashion. In fact, I know of one major auto parts retailer who no longer stocks this type of polisher based on the number of customer complaints and returns they have had.

Also, as you can appreciate, a liquid polish tends to soak through whichever removable polishing pad you may be using, such as a white terry cloth pad. This wets the underlying foam pad of the machine and in short order compromises the adhesive used at the factory to glue the foam to the hard plastic orbital disc. The result isn't pretty. The foam and pad can separate from the machine during operation and fling into the air leaving nothing but a hard plastic plate between the machine and your paintwork. Yes, it's happened to me, and if not for the fact that it's dangerous and frustrating it would almost be comical. I should also add that the foam pad, having been soaked in polish, can never be effectively re-glued to the plastic orbital disc of the machine, and glue residue is everywhere. You could try to obtain some similar foam, cut it to size and glue it onto the backing plate in order to persist with the unit but ultimately, it's not worth it. Do as I have done and move on to a better product.

Before I offer my recommendation for a better mechanical polisher, it's worth discussing a couple of other aspects of the above type of orbital polisher which will work against you. Firstly, a ten inch pad is unwieldy large. Whilst a polishing surface of this diameter will be fine for large flat surfaces like a bonnet or roof, it will become impractical on mudguards around wheel arches, on tailgates or even on doors if moulding strips are present. As examples, consider the doors on a 240 above the beltline trims, or below the thick rubber mouldings on a 700 or 900 series. Sometimes, ten inches is just too big!

Secondly, the reusable polishing pads, whilst effective, need to be washed and completely dry before reuse. As a terry cloth or microfibre pad becomes thoroughly soaked with polish and visibly dirty with use as you progress over the vehicle, you will want to have one or two spares on hand to continue with. If you

are doing a complete three phase paint care treatment beginning with a paint cleaner product (surface preparation), a fine polish, and finally a wax application, this can amount to rather a lot of pads and the associated expense of buying them separately.

Some enthusiasts use another type of polisher altogether, which is a high-speed rotary buff machine (see picture).



Compared to the orbital polishers discussed, these are a serious and costly piece of hardware and are typically used in paint shop environments and by professional detailers, although I've recently seen consumer versions in auto stores marketed at the enthusiast. I don't recommend these machines for domestic use for several reasons. Firstly, they are big and cumbersome. They also spin at high rpms which, in the hands of an amateur, can generate friction and heat against paintwork with serious consequences. Used with a removable pad and a liquid polish, the rotary action also tends to fling the product from the pad which makes for messy use. Most significantly, have you seen cars on the road, particularly in darker colours, on which the paintwork reflects unevenly in what is referred to as "ghosting" or "holograms" when the sun reflects off the panels? These imperfections are typically "buffer trails" and are caused by inexperienced handlers of rotary polishers who pair improper technique like high application pressure and high rpms with inappropriate product choice. The reflections are essentially machine instilled swirl marks that tend to "float" around the car in direct lighting creating the illusion of movement. Altogether a very irritating effect that takes as much effort to correct as the process which caused it initially.

MECHANICAL POLISHERS, CONTINUED ...

I notice also that this type of "industrial" polisher is commonly used at those "drive in and drive away" hand car wash and detailing facilities which have become popular in the city and suburbs in recent years. No doubt, the result here depends a lot on the skill of the technician, but as an enthusiast seeking a high standard of finish and who also has the time and inclination to tackle the task himself, I'd never surrender a Volvo of mine to a guy on a street corner with a rotary buffer, nor would I risk using one myself.

Which brings me to a great consumer product which I have no hesitation in recommending: The Mothers Wax Attack™ Palm Polisher (see picture).



Mothers is a popular brand of car care products from California that I'm fond of, and this unit came on the market several years ago, recommended to me by a former panel beater who had moved into automotive retail management. For a car care enthusiast like myself, expressing dissatisfaction with the ubiquitous ten inch orbital polishers, it was deemed to be the product to have, and I've never regretted the investment.

Instantly noticeable is that the Wax Attack™ polisher has a much more manageable six inch polishing surface; still ideal for large flat panels but also far more useable for smaller areas. Secondly but even more importantly, the myriad of different polishing pads is done away with in favour of only one type; a porous but dense and high quality foam which is suitable for the application of any liquid compound, polish or wax. These washable and reusable foam pads attach to the orbital plate of the machine with Velcro and are easily removed and reattached. In fact, the kit includes two foam pads such that you can, for example, dedicate one pad for polish and another for wax as you work your way over a car, and spare pads are also sold separately.

The Wax Attack™ polisher comes in two versions; a conventional 240V corded model

and a slightly more expensive cordless and rechargeable 12V lithium battery version which allows for quick charging and 30 minutes of continuous use. Both come in a convenient rigid plastic carry case like that of a power drill, and the kit includes a microfibre towel, a bottle of car wash fluid and a bottle of Mothers Cleaner Wax™, which is a quality combined polish and wax product for those who prefer the simplicity of a one-step application over a separate polish and wax. At the time I purchased a machine, I opted for the corded model in the interest of having reliable power at all times without the need for recharging. Whilst there's nothing like the convenience of cordless operation, I've found that the machine is easy enough to handle that the cord can be guided or held away from the car with one hand whilst polishing if necessary without greatly inconveniencing use. That said, I also have close proximity to power outlets when working on the cars at home, which may not be the case for everyone, so the cordless model may be a worthy consideration, particularly as spare battery packs are now also sold separately as an accessory. Charge one pack whilst you use the other.

I really like the feel of this so-called "palm polisher", which is solid and substantial without being cumbersome. All evidence would suggest that the motor is of a high quality, based on the trouble-free use I've had, and the plastic casing of the machine itself feels like that of a quality product. Dad and I both purchased identical units at the same time and have had no complaints and as I say, the unit came with a strong recommendation from an industry professional.

As the name suggests, the corded palm polisher is intended for one handed operation. You simply grip the machine on top in the palm of your hand and guide it over the paint surface allowing the random orbital action to do the work and apply the product uniformly. In this way, it requires minimal physical effort to use and makes for a much easier and more controllable experience than the ten inch orbital polishers which mostly required two-handed operation, produced unpleasant vibration, and were hard to control if not held firmly at all times. I do notice though that due to the hefty rechargeable battery pack on the cordless Wax Attack™ model, the design is such that two-handed operation is probably more practical, another reason I prefer the original 240V corded machine.

Personally, I recommend the Mothers Wax Attack™ polisher with its foam pads for the universal application of polishes and liquid waxes, natural or synthetic, and I'll discuss some of these products in future articles. For the removal of product residue from a panel after machine application, I still favour a microfibre cloth or cheesecloth, buffed by hand. In my experience, most consumer liquid

car polishes and waxes these days come with directions for use both by hand and with random orbital polishers, so as always follow the manufacturer's recommendations and you will find it hard to go wrong. A quick internet check tells me that the Wax Attack™ kit with the cordless rechargeable polisher currently retails for \$179.00 (Super Cheap Auto) and expect the 240V corded unit to be somewhat cheaper depending on the source. Also, look for specials or online deals, but beware of some significantly cheaper imitation units (complete in the same red colour) that have also recently entered the market. Notably, a \$50.00 kit will not be the genuine article and I'm a great believer in the adage of "you get what you pay for". Lastly, check out YouTube



for some useful demonstration videos of the Mothers Wax Attack™ polishers, beyond what is shown on Mothers' own included instructional DVD.

In doing some brief research for this article, I discovered that Mothers have recently upgraded and improved their Wax Attack™ series of polishers to include more ergonomic design and more powerful motors, including a now 14.4V battery on the cordless model. These updated models can be identified as the new Wax Attack™ V.2.0 models and when buying, it's worth ensuring you get the latest product for your money. I was also surprised to find that Mothers have now introduced a new so-called Wax Attack™ PROFESSIONAL kit, albeit at double the price. The most obvious differences I noted were an extraordinarily powerful 600W motor, the inclusion of Mothers' Professional Series liquid compound and polish, and three colour-coded foam pads for different applications such as compounding and final polishing. I can only surmise that the foam density and coarseness varies per the product and the job, but even my head is starting to spin at the number of variables involved here, as there is often a level of guesswork in exactly how much effort and what strength of product your paintwork requires. Suffice to say, I've never had to restore a severely neglected paint surface, and believe that my original Wax Attack™ polisher, together with some excellent liquid products

that I'll discuss in a future Rolling, continue to meet my needs. However, the new Wax Attack™ Professional is bound to be a top shelf product and if you believe your car care needs warrant the extra expense and heavy-duty attention, then I would recommend it, and would love to hear your feedback. Further information is contained on the Mothers website at the following link <http://motherspolish.com.au/paint-care-2/>

A few final words on mechanical polishing in general. Machines like the Wax Attack™ orbital polisher are a great labour saving device compared with hand application, and can achieve a uniformity of finish that would otherwise be impossible. I'd go as far as to call it fun to use, and producing very satisfying results for modest effort. Most liquid polishes these days are clear coat safe, and this type of orbital polisher, whilst effective, is gentle enough not to damage paintwork. Of course, if you are polishing a solid non-metallic colour on an older car with tired paintwork, use discretion so as not to remove too much

surface material, and always follow a polish with a protective and nonabrasive wax, unless you are using a two-in-one combined polish and wax product, which is a popular option but in my opinion no real substitute for separate applications.

Liquid polishes also tend to be harmful to plastic trim on a vehicle, so be sure to mask off, using a low tack painter's masking tape, any unpainted plastic areas adjacent where you are polishing, such as mudflaps, washer nozzles or trim mouldings to name a few. Invariably, dried polish residue also lodges in inconvenient places such as around window seals, door handles and emblems, and is ugly if left so. Again, the use of tape can help avoid this to begin with, but I also like to use a soft toothbrush and some small paint brushes to remove any such residue.

Lastly, when finished using the Mothers Wax Attack™ polisher, carefully remove the Velcro-backed foam pad from the orbital disc, rinse thoroughly with clean warm water to remove all the polish or wax, wring out and allow to

line dry. If necessary, hand wash the pads with a mild detergent to dissolve the leftover product. Personally, even after cleaning the pads I don't like to intermix the products I use them with, so if you are similarly fussy simply place them each in a plastic bag and label them with the product used for next time.

As mentioned, this polisher and its accessories store neatly inside a tough moulded plastic carry case. It makes for a great self-contained kit whenever you want to tackle some do it yourself polishing, and evidence suggests it should give years of trouble-free use. If members have any experience with these units that they would like to share with me, or should anyone buy a Wax Attack™ polisher based on my recommendations, I'd be happy to hear from you with your experiences. I can be reached at vol244@hotmail.com. Until next time, I wish all members pleasant and safe motoring.

Mark Hoffmann.



Last edition, I made reference to the emergence of the 240 series as a "classic".

When considering other brands of car, it seems that the definition of a classic is based on a number of intangibles. But, these usually consist of sex appeal, rarity and driving quality. This may well explain the recent skyrocketing prices of our beloved 1800 series.

So how then, could a 240 be "sexy, rare and drive nice". Let me explain....

A 240 isn't sexy because it is curvy, low and cute. Many people don't think it is sexy at all. But just as that wallflower you met at the Saturday dance grew on you, you fell in love with her many other qualities, and so she became very sexy due to her strength of character and consistency of nature. Aren't these the characteristics of a 240?

Is a 240 rare? Well, they made about 2.8 million of 'em, but now, even in spite of their legendary quality there are very few left, many of them having been scrapped. Do you watch eBay? Do you see the fervour when a super-low mileage car

is for sale? This is something that is now very rare. The right 240 is a rare car now, one for the collector.

Volvo 240 critics will argue that a 240 is not good to drive because it is too slow. This ignores its other superb dynamic qualities such as its awesome brakes, sharp steering and immensely comfortable cabin. By the standards of its day, it was not slow. The original 240 motor, the B21E, put out a for-its-day huge 90KW. A well tuned 244 still is responsive and revs hard. When they introduced the 242GT in 1979, they upped the ante with the B23E, which engine further refined the earlier versions and was actually a lot of fun to drive hard. Later 240s, with their detuned B230Fs still have lots of torque down low, so don't feel sluggish around town, IMHO.

So, nay-sayers, going by the above, you must agree as to the classic status of the 240.

And if you need any more convincing, just go and open and close the door of one.

SOUTH AUSTRALIAN CLUB NEWS

Dion's imagineering



90 years of Volvos



The above five photographs are from: <https://www.media.volvocars.com/global/en-gb/media/photos/list>



Volvo Car Club Of South Australia
[www.volvocarclub-sthoz.org.au]

P.O. Box 218
Torrensville Plaza, SA 5031

President
Chris Allen
0408 519 111

chris_allen120@yahoo.com.au

Vice President
Helen Judd
0400 246 305 or
08 8341 8908 (Day)

Treasurer
Colin Ireland
08 8248 5081

Secretary
Craig Rasmussen
0428 529 372
csrasmussen@bigpond.com

Minute Secretary
Alexander Davis

Club Captain
Ken Bayly
08 8293 2784

Historic Registration Registrars

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

Events Committee:

Chris Allen - 0408 519 111
Peter Williams - 08 8264 5494
Alexander Davis - 0414 423 505
Bob and Jenni Heinicke - 08 8524 5252
Jim Emmett - 0428 221 154
Henry Haavisto - 0419 824 713

Correspondence

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

Please note that all SA club related magazine submissions may be sent to: Craig Rasmussen

HELLO FROM ADELAIDE



Here we are tearing into the new year at a rapid rate. Our most recent event was the Auto Jumble Show n Shine & swap meet at Victor Harbor, where poor weather was forecast. Fortunately it held off for the most of the day, 7

cars of various years came out for us to display, and I did hear a few mutters about "there's a few Volvos here", that brought a smile to my face. The event is a fast paced one that was sped up by the looming rain, afterward we went on to a local hotel for a lovely lunch. Thanks to all those who made the effort to come along.

This issue I would like to give a special mention to maintenance. I know, it's all been said before but I'm amazed and concerned when people make a huge investment in a new or newer car (or an older car), not looking after it and it then costing more in the long run. Don't forget to check your levels / tyres / cooling system in this heat, or get your local bloke to do so. With service intervals being pushed further than before and engines running smoothly, people are often not realising that they have little to low oil (or black as tar) as it's been in there for 18000km or more. Or older cars with a dry steering box etc. Maintenance, maintenance, maintenance!

I would like to thank Mark Hoffman for his last write up about Detailing Clay. I had heard about it but never had it explained in any depth. After reading the article, I did my wife's V50 T5, and wow we can see difference! Beck was considering the best action to remove a fine dusting of imperfections (some kind of pollen or similar substance) but was concerned which way to approach it or who to leave the job to. That we could do the job ourselves, and see immediate, impressive results was a fantastic outcome. Thanks again Mark, now just a few more in the fleet to run the clay treatment over.

One last thing I'd like to mention is our system for advertising vehicles and associated items for sale through the Club. The internal email broadcast list to send word to those interested, regarding cars and parts for sale and it is proving very successful. I'm happy to invite any club member to contact me if they have anything for sale and I can arrange an email out almost immediately to another 60 or so possible buyers. Several Volvos have found new homes via this method in recent months.

See you at one of our upcoming events.

Amazons for life
Chris



EVENTS CALENDAR

MARCH 19th Sunday: Historic Vehicle Display

10:30am - 2:30pm - Park 23 of the Parklands (old Netball courts on Anzac Hwy between Keswick Bridge and Cemetery). Invitation from Vintage Sports Car Club. Free event to display or spectate. Drinks and Sausage Sizzle available or BYO lunch.

APRIL 1st Saturday & 2nd Sunday :

McLaren Vale Vintage & Classic

Dinner (Sat Evening) and Street Parade on Sunday. See www.vintageandclassic.com.au for further details and entry form.

Please RSVP if going so we can arrange to travel together. Details of meet point once numbers are confirmed.

APRIL 9th Sunday : Outback to Mount Mary Pub.

10.30am - Departing the White Horse Inn, 75 Port Wakefield Rd, Bolivar.

12.30pm - Show 'n' Shine in the Pubs carpark followed by outback style BBQ lunch. **RSVP required by 31st March**, prizes to be won on the day, cost \$25pp.

RSVP's required for ALL events. Please call or email Chris Allen (chris_allen120@yahoo.com.au) and / or Peter Williams (petewill42@gmail.com) by the date specified for each event. Event updates also distributed by email. Please advise Chris Allen or Craig Rasmussen if you are not receiving emails or require contact via another method.

MAY 5th-7th : 2017 National Rally at Warwick, Qld

Hosted by the Sunshine State Volvo Club, more info in SSVCL section of Rolling Aust.

MAY 12th Friday : General Meeting & Quiz Night.

7:30pm - CCC Club Rooms, Clark Ave, Glandore.

ODNADATTA Challenge

MAY 22nd Monday : Dinner with Interstate Guests

6:30pm - Regattas Bistro/R Bar on North Tce / Riverbank Promenade, Adelaide.

RSVP required by April 24th to assist with booking.

MAY 25th Thursday :

Main Dinner with International Visitors

Dinner provided by the Car Club at Craig's shed, Brandwood St. Royal Park. A rare opportunity to meet and host members of Dutch Volvo Car Club. We would really like to create a large, welcoming atmosphere for these folks. **Please RSVP (Yes or No) ASAP for catering.**

Victor Harbor
5th February 2017



Victor Harbor Auto Jumble – Photos by Symon & Craig

-28 years assisting Volvo owners-



Please visit our fully stocked online store
Volvo spares direct from Sweden

WWW.CVI.NU

Sunshine State Volvo Club



Sunshine State Volvo Club Inc
8 Talinga St, Toowoomba 4350

ssvc.org.au
facebook.com/sunshinestatevolvoclub

President
Rob Eldridge
0428 038 859
president@ssvc.org.au

Club Secretary/Treasurer
Rob Ansell
0431 830 843
secretary@ssvc.org.au

Membership Secretary
Estelle Dempster
07 4659 9774
membership@ssvc.org.au

Events Coordinators
Jared Wilson
0400 791 414
events@ssvc.org.au

Webmaster
Jay Holland
0428 760 004
webmaster@ssvc.org.au

Design Officer
Travis McLaughlin
0401 406 060
designofficer@ssvc.org.au

Magazine Editor
Rob Eldridge
0428 038 859
editor@ssvc.org.au

Club Registration Enquiries
Jared Wilson
0400 791 414
clubrego@ssvc.org.au

A Note From Our President

Well, another 2 months has passed, this is our last issue before the National Rally.

As we should all be aware by now, this year's rally will be held in and around Warwick in southern Qld's Granite Belt on the weekend of 5th-7th May.

Event registration will take place at the Warwick Motor Inn reception room. Registration is open Friday afternoon and Saturday.

There will be a welcome at the Heritage National Rodeo Centre on Friday evening and there are 3 optional tours to attend on Saturday. Sunday will be the Show and Shine, followed by the Celebration dinner on Sunday evening.

We are now calling upon all of our members to support your event. It will be a great weekend, there is no doubt.

We have made a whole variety of memorabilia available to give you some options, we have added some more categories to the show and shine to better cater for mechanically and cosmetically modified and later model vehicles. All Volvo enthusiasts are encouraged to attend.

Remember, registrations close at the end of March, so get in ASAP.

There is a copy of the registration form in this magazine but as always, you can download the form from the club website.

The other news is not so much news but confirmation of the withdrawal of the Volvos from the VA Supercars Championship, this is not a surprise by any means but is disappointing all the same, I won't harp on about it but think Volvo have really messed this

one up, whether you are a fan of the sport or not, nobody can deny it has helped Volvo Australia remove some of the 'old man' status from it's brand.

This is not the first time they have withdrawn from Australian motorsport... not even the second.

Let's just hope we see them again in another 15 years or so :).

Cheers

Rob Eldridge
President



KISS Motorsport ... Flying Bricks

Those watching Facebook get to see some really great Volvos being prepared for motorsport at different levels and to significant budgets. But what about creating a budget or "reasonably priced racer"? ... Project KISS! Luke Collett has shown it can be done and from a simple almost rat rod street 240 turbo stripped out. It is all about where to best spend the money.

The engine is a standard '85 B230FT tricked up a bit with a decent Microtech LT-9c ECU and Alex's intercooler. The turbo is a stock Garrett T3. Power is 143KW at the back wheels. Don't bother laughing at thin rod engines!

Brakes are the early upgrade Mazda RX7 Turbo calipers and 740 rotors with whatever pads were in them at the time. Standard suspension with chopped Ryobi front coils and Lovells rears lowers her but not drastically. Front sway bar is two standard bars doubled up and a standard back bar. Shocks are whatever.

Gearbox is a T5, but really a standard M45 would be ok on short circuits. The diff is welded. Wheels are 15 x 6 Volvo 740 Turbo, but fitted with Nankang AR1 tyres.

First day out for car and driver, best time around Mallala is a 1.29. Pretty impressive and lots left to improve on, although Luke IS a native driver of the Adelaide Hills!

So who wants to pick where to spend the dollars? My 240 is ready for the start of the season and we are only too happy to help out anyone wanting to build another KISS Flying Brick.

Also - Does anyone want to bring their car over for the **MSCASA 6 Hour Relay Sprint** event at the beginning of May? A team of 4-6 cars is required. Feel free to contact me for further information.

Regards Jim Emmett
Mobile 0428 221 154

Welcome to our new members

Geoff Eldridge

Total Membership

75

Membership News

We have gained one new member over the Christmas period.

It has been good to have the opportunity to meet with some of the newer members at the more social events held of late. Our club certainly has a wide range of ages, family groups, status, and interests (other than Volvo) and this is being reflected in the make-up of attendees at the varying events.

Estelle Dempster
Membership Secretary.

SSVC Events

For a full list of events and further details visit us on facebook or ssvc.org.au or alternatively contact our Events Coordinator, Jared Wilson 0400 791 414

Committee Meetings are held on the first Saturday of every month at 3pm, all members are welcome to attend. Please contact us or visit our facebook page for further information

March	12	<p>SSVC Poker Run starting at Red Hill, Brisbane</p> <p>Get your teams of 2 together for our first Poker run, heaps of fun with Prizes on offer..</p> <p>For more information see our website, facebook or contact Jared</p> <p>This is a Club supported event, For more information visit facebook or the Willowbank raceway website.</p>
April	9	<p>Run to Rick's Garage at Palmwoods</p> <p>Join us on a beautiful mountain drive with lunch in Palmwoods.</p> <p>For more information see our website, facebook or contact Jared</p>
	23	<p>Euro Day at Lakeside</p> <p>Last years event was unfortunately rained out, this year promises to be much better</p> <p>For more information see our website, facebook or contact Jared</p>
May	5—7	<p>Volvo Clubs of Australia National Rally at Warwick</p> <p>SSVC is hosting the 2017 VCOA national Rally in Warwick, southern QLD</p> <p>This is the biggest Event on the Volvo Calendar.</p> <p>You can register on our website or by completing the registration form in this magazine.</p>
June	03	<p>Cars and Coffee at Coorparoo</p> <p>This early morning meet is a club supported event, several of our members will be in attendance</p> <p>For more information see our website, facebook or contact Jared</p>
	10	<p>Winter Nationals at Willowbank Raceway, Ipswich</p> <p>This is a club supported event, Come along and help put us in the running for 'best club display'</p> <p>For more information see our website, facebook or contact Jared</p>
	17	<p>Caboolture Regional Car Show and Shine at Caboolture</p> <p>This is a club supported event, Come along and help put us in the running for 'best club display'</p> <p>For more information see our website, facebook or contact Jared</p>

+ More

visit ssvc.org.au/calendar



Warwick/Toowoomba Coffee Run

So thinking I was early, I arrive at the meeting point just outside Willowbank to wait for the club members to arrive, I am greeted with the sight of a brand new XC60 D5 as well as an XC70 as well as Sam and Ben from Volvo Cars Mt Gravatt.

Day is off to a great start!

After a good number of members arrive we head off on the Cunningham Hwy to the home of the Volvo Clubs of Australia National Rally 2017, Warwick. Now as there is a heat wave along the east coast at the moment, Air con became a necessity and as is becoming a trend with my luck, mine decided to cut out about half an hour from Warwick, looks like it's 4/80 air con for me (should have brought the Rat)

Anyway, as we pull into Warwick (and my air con kicks back in with one corner to go) we are greeted by the sight of Leslie Park and our first stop, The Cherry Tree Cafe.

Already there are a few more Volvo's and a table set up. COFFEE!!!

We sat down for coffee and cake, everyone caught up before we headed across the road and into the cars to head towards Toowoomba. With Estelle and John Dempster leading the way we headed through some great back roads into Allora and onto the New England towards Toowoomba.

Now the original plan for this run was to stop at the Cobb & Co museum for lunch, but we had a little change in plans, those being we ended up at Queens Park where we were treated to a BBQ lunch from Sam and Ben from Volvo Cars Mt Gravatt. Next thing I know, I'm handed a couple of raffle tickets, the boys had arranged a few surprises for us and gave away a heap of Polestar hats, Volvo umbrellas, Volvo water bottles and the pick of the day (and your a lucky Boy Jay Holland), a 2016 GRM VASC remote control car!!

Honestly it was truly a great day out and a great way to introduce a number of our club members to Warwick. I can safely say the National Rally is shaping up to be a great weekend. I'd like to say thank you to the members that came out in the heat, you are what makes this club go from strength to strength, and a huge thank you to the 2 young gents from Volvo Cars Mt Gravatt for coming, providing lunch and for the sweet prizes!!

You are welcome back anytime.

Jared Wilson





Xtreme Karts

Pride was on the line as 12 of our members hit the race track to see who was quickest.

As we sat getting instruction before our first run, you could tell that tensions were getting high, nerves were setting in and the red mist was descending... It was on!!

Our first session had us feeling out the karts, the track as well as each other, pushing deeper into the turns and defending against those around us. Truth be told we were pretty well split up and the only person I attempted to fend off was James Clancy. Ryan Skaarup had bragging rights from the first session.

After a small break where much bragging was had, we loaded back into the karts. Everyone seemed faster and more determined. Me, I was trying to keep the kart on track. This time James Clancy would take over the bragging rights, but Ryan was right there.

Again, more smack talk and we were back out. We were getting ready to line up in formation when a few of us decided to just go. The rest quickly followed suit. Everybody stepped up there game, there was biff and barge and plenty of dust in the air.

In the end it was James who won the day, followed by Rob Eldridge and Ryan in third. I was hopeless and yes I will blame the kart.....

All in all it was a fun day. It was nice to not be about the Volvo's for once and more so about enjoyment. We are already planning another karting day. A big thanks to all who attended and to Xtreme Karts at Pimpama for being just awesome.

Jared Wilson



I'm Going Home in 2017...

Are you coming with me?



Some days I feel that May 2017 will never arrive but then my owner spends some extra "job" time on me and I know that the Rally is closer.

The house where I live in Toowoomba is gradually being taken over with Rally preparation. The post is checked as soon as the postie has gone past and emails are opened regularly to get the latest replies from all you Volvo owners.

I KNOW from experience that you will enjoy Warwick and its surrounds

I give you this secret clue that comes from living where I do: - "BE VERY OBSERVANT ALL WEEKEND" and it may help you during the celebration dinner.

Thank you for the privilege of sharing my home town with you and particularly the Rally. I may be just too excited and exhausted from meeting you all to write next time but until then there is still 5-7th May to look forward to.

SEE YOU THERE!

John & Estelle Dempster



National Rally Grille Badge

\$25

Rally Registration

Entrants Name(s) : _____
 Associated Club(s) : _____
 Address : _____
 Contact Number : _____ Email : _____
 Vehicle 1 (Year, Model, Rego) : _____
 Vehicle 2 (Year, Model, Rego) : _____
 Vehicle 3 (Year, Model, Rego) : _____
 Vehicle 4 (Year, Model, Rego) : _____

Description	Price	Size						Total
		S	M	L	XL	XXL	XXXL	
Mens Rally Polo Shirt - White :	\$40							
Mens Rally Polo Shirt - Black :	\$45							
Ladies Rally Polo Shirt - White :	\$40							
Ladies Rally Polo Shirt - Black :	\$45							
Option A Rally T-Shirt :	\$26							
Option B Rally T-Shirt :	\$26							
Rally Hat :	\$30							
Coffee Mug :	\$15							
Wall Clock :	\$35							
Additional Grille Badge : (1 included for each vehicle registration)	\$25							
Description	Price	No. attending						Total
Event Entry Fee (if not already paid)	\$50							
Friday Evening Welcome : (Included in entry fee)	Free							
All day Granite Belt Wine Tour (Per Person) :	\$85							
¾ day Killarney Falls Tour (Per Adult) :	\$45							
¾ day Killarney Falls Tour (Per Child 5-13) :	\$25							
½ day Allora Glengallon Tour (Per Adult) :	\$30							
½ day Allora Glengallon Tour (Per Child 5-13) :	\$20							
Sunday Show & Shine (Per additional vehicle)	\$25							
Sunday Morning Tea Event : (Per Person)	\$15							
Sunday Celebration/Presentation Dinner (Per Adult) :	\$45							
Sunday Celebration/Presentation Dinner (Per Child 5-13) :	\$25							
Grand Total								
Payment Method (please refer to next page)								

Schedule of Events

Friday Evening Welcome - Free

Australian Rodeo Heritage Centre, 4 Alice Street, Warwick QLD
 Arriving at 6.00pm you will be treated to nibbles and a meet and greet until 7.00pm. From there we will move into the arena and function room where the Rodeo Heritage Centre will treat us to a show. This is the official opening of the National Rally.

Saturday Granite Belt Wine Tour - \$85

Gather at the Warwick Motor Inn, 17-19 Albion St, Warwick Qld at 8.30am. The bus will take you to 4 wineries and an apple cider brewery. Included is a four-course lunch with matched local wines. This tour is a relaxing way to explore the Granite Belt. Arrive back in Warwick at approx 5.00pm

Saturday Killarney Falls Tour - \$45 - children \$25 - (5 to 13 Years)

Gather at the Albert St side of Leslie Park at 8.30am. There will be ample car parking. Meeting time: 8.30am.
 This ¾ day tour will follow the route of the former rail line from Warwick to Killarney, then onto Spring Creek Road to view two sets of falls and the valley which is the source of our longest river system. Cameras are a must for some magnificent photo opportunities. Walking shoes are advised. A picnic Morning Tea stop will be made prior to visiting the falls. A pub lunch at the historic Killarney Hotel is included before the return to Warwick by 3pm.

Saturday Allora /Glengallon Tour - \$30- children \$20 - (5 to 13 Years)

Gather at 50 Guy St, Warwick at 8am.
 The Masonic Hall will host a bacon & eggs breakfast for everyone. After having a bite you will be free to explore the temple with volunteers happy to explain the history of this remarkable building. At 9am the tour bus departs Masonic Hall for the township of Allora and Mary Poppin's House. Following morning tea you depart for the heritage-listed Glengallon House, A rare example of a grand Queensland homestead.
 The tour will drop you back at the Masonic Hall around 1pm.

Sunday Show and Shine - Included

Leslie Park Entry from Albert St, Warwick QLD
 The Show and Shine will kick off from 10am, gates open at 8.30am for display vehicles. Upon entry you will be photographed with your pride and joy before being directed into your position on the field. Judging will start at 10.30am.

Sunday Morning Tea Event - \$15

Meet at the band rotunda in Leslie Park for a 10am departure to Abbey of the Roses for a scones, jam & cream morning tea. Transport will be provided.
 This is an opportunity to share morning tea while the Show & Shine takes place. The proposed venue offers quite some interest in itself.

Sunday Evening Celebration Dinner - \$45- children \$25 -(5 to 13 Years)

Kings Theatre (next door to the RSL) 34-36 King Street, Warwick QLD
 Doors open at 6.00pm with the Awards presentation from 6.30pm.
 You will be treated to a sumptuous meal during the course of the evening.
 This is the night we celebrate the Award Winners as well as our love of Volvo.
 This night will also mark the end of the Volvo Clubs of Australia National Rally 2017.

Merchandise

Polo Shirt S - XXL (White) \$40
Polo Shirt S - XXL (Black) \$45
Coffee Mug \$15
Wall Clock \$35
Rally Hat \$30
National Rally T-Shirt Design A S-XXXL \$26
National Rally T-Shirt Design B \$26

Volvo 1800-120 Club

Celebrating our 31st anniversary

March / April 2017



Vic Andrews 1800E - Sydney NSW

Club Members' Cars



Kevin and Christine Allen's 122S - Sydney NSW

Payment

For PayPal payments
Email : paypal@ssvc.org.au
Reference : "Rally (surname & initial)"



Direct Bank Deposit
Bank : Heritage Bank
Account name : Sunshine State Volvo Club
BSB : 638-080
Account Number : 1351 - 3370
Reference : "Rally (surname & initial)"

Please email your completed Registration Form to rally2017@ssvc.org.au
Or send to the Postal Address below



Postal Address
SSVC
PO Box 1292
Corinda QLD 4152

Contacts

Rob Eldridge - SSVC President - rob.eldridge@ssvc.org.au - 0428 038 859
Jarred Wilson - SSVC Events - jarred.wilson@ssvc.org.au - 0400 791 414
Rob Ansell - SSVC Treasurer - rob.ansell@ssvc.org.au - 0431 830 843
Travis McLaughlin - SSVC PR & Design - travis.mclaughlin@ssvc.org.au - 0401 406 060
Estelle Dempster - SSVC Membership/Rally - estelle.dempster@ssvc.org.au - 0403 041 160
Joy Holland - SSVC Webmaster/Registration desk - joy.holland@ssvc.com.au - 0428 760 004

**** Rally registration and merchandise ****
**** orders will close 31st March 2017 ****

Accommodation

Warwick has a large range of accommodation of all standards ranging from campsites to top end manor accommodation. The following is a list of some places to stay. This list is in no particular order and is not exhaustive so feel free to look around yourself.

Abbey of the Roses - \$185 to \$660 night
Upper end manor house accommodation for adults only. Plenty of outdoor car parking space. \$50 discount applies when you mention this event and stay for 2 consecutive nights.

Cherrabah Resort
Camp sites - \$30 night
Motel - \$100-180 night
25kms from Warwick.
3.5 star accommodation on a 5000 acre property

City View Motel - from \$145 night
Full undercover parking for all rooms.

Warwick Motor Inn - from \$90 night
Registration will take place here
Plenty of outdoor parking space and room to wash your car.

Comfort Inn - \$135 to \$185 night
3.5 star accommodation
off street parking and space to wash your car
5% discount applies when you mention the event.

Country Rose Motel - \$98 to \$149 night
Off street parking and space to clean your car, also plenty of space for trailers.

Criterion Hotel - \$65 to \$185 night
Pub style accommodation in the centre of Warwick's main street attached to a large carpark.

McNeivins Motel - \$140 to \$180 night
3.5 star accommodation
off street parking.

Centre Point Mid City Motor Inn - \$115 to \$130 night
3.5 star accommodation
Plenty of car parking space and room for trailers.





Volvo 1800-120 Club Australia Inc.

P.O.Box 6522 Tweed Heads South NSW 2486 - phone 07 5524 7158
Web: <http://www.volvo1800-120club.com> - email: secretary@volvo1800-120club.com

President

Robert Bakker 07 3283 8067
robert@rblawyers.com.au

Vice President

Martin Thomson 0418 724503
garageworks@bigpond.com

Secretary/Treasurer & 1800-120 Magazine

Vicki & George Minassian
secretary@volvo1800-120club.com

Events

Gavin Janson
gavinjanson@yahoo.com.au

Technical Support

Peer Skaarup
peer@glitcarcentre.com.au

Committee Members

Gaye Carey, Ross Stephens
Ian Beiers, Jeff Turner

Membership

Joining fee\$5.00
Annual Membership\$35.00
Download membership form from
Club website or email Secretary
Life Members: Kevin & Margaret Greenaway



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



PRESIDENT'S Report

As this edition of Rolling goes to press, I am left contemplating the state of our classic Volvo car market in this country.

Has there been a new benchmark set by the sale of a 1971 1800E at the Shannon's Auction held in early February? I am reliably informed by my sources that this car, although presenting well in photographs, still needed work to be a top car. It brought \$46,000.00 (plus premium) at the auction.

I can remember 10 years ago now buying my own 1800E, which had been for sale for quite some time at just a fraction of this money.

Is this a bubble about to burst, or a sign of yet more things to come?

Certainly, if you have an 1800 languishing in your shed, no matter what its condition, now is the time to sell.

Alternatively, now may be the time to consider freshening up your car. The excellent parts suppliers we now have here in this country make the acquisition of parts as simple as me typing this column. Let me know if this is you! I may be able to help you with your restoration.

It also raises the question of whether the red hot 1800 prices will drag up 120 series prices too. That remains to be seen.

On another note, I am further informed that preparations for the Oodnadatta challenges in May are well sorted. If you have any queries, I suggest you contact our event director, Gavin Janson. I am also about to head down south to Melbourne for the annual Euro Car day at Flemington, and I look forward to catching up with my Vic friends there.

Continued next page

Volvo 1800-120 Club Australia Inc.

It is also good to see another car being saved locally, too. Please check out my Profile column for this edition which explains all. Bay to Birdwood also beckons in September of this year, and I eagerly await it.

Cars, cars, cars. Is there anything else to talk about?



Until next time, Volvo for Life!

Robert Bakker

Email: robert@rblawyers.com.au
Mobile: 0417 588 411



Complete Exhaust Systems
Original - Sports
or **Stainless Steel**

1800 - 120 - 140
from \$415.00
call for a quote for your model

Volvo 1800-120 Parts

New Parts for your Classic Volvo
<http://www.volvo1800-120parts.com.au>

George & Vicki Minassian

Ph: 07 5524 7158 - mobile: 0418 225121
Email: george@volvo1800-120parts.com.au

Easy to Use Pictorial Price List [Now on line](#)



For all your Volvo 1800, 120, 140 and 164 restoration and maintenance needs

<http://www.georgeminassian.com.au>

**Power Steering, Steering Wheels, Horn Buttons
Temperature Gauges and Clocks**

Volvo 1800-120 Club events for 2017

April 2017

April 9th, Sunday.

Cars and Coffee at Byron Bay.

A new venue to try - <https://carsandcoffeebyronbay.com/>

2nd Sunday of the month at The Farm, 11 Ewingsdale Road, Byron Bay.

Meet at Chinderah BP at 7.30am. Some might like to drive down and stay the Saturday night.

Please email to confirm attendance - gavinjanson@yahoo.com.au

May 5th - 7th May 2017

National Rally at Warwick. Please contact Sunshine State Volvo Club for details.

<http://ssvc.org.au/version3/events/>

Some members will be going for the entire rally and others for the Sunday only.

May Sunday 14th 2017 - Oodnadatta Challenge

Classic Volvos from Holland touring from Perth to Sydney <http://oodnadattachallenge.nl/>

Our group will be driving from Brisbane to Adelaide to join the Dutch group, we'll then drive to Melbourne with them, then follow the coast road stopping at Warragul, Lakes Entrance, Bega and Shellharbour near Wollongong. Please join us for dinner if you live near any of these towns.

Planning for this event is well advanced and anyone wanting any particulars should contact

gavinjanson@yahoo.com.au

May 28th, Sunday

Macleans Bridge Classic Car Show at Belmont.

July Sunday 9th 2017 - RACQ MotorFest

Our club is attending this event at Eagle Farm Racecourse, Ascot. Early bird registration opens 27/2/17

www.racq.com.au/motorfest

Contact Gavin if you're attending as we'll park together gavinjanson@yahoo.com.au

August Sunday 27th - Summersons Classic Car Day

This is a fabulous day, huge variety of classic cars. BBQ lunch available for sale from The Fassifern Valley Rotary Club. BYO drinks & picnic chairs.

You must RSVP directly to Neil Summerson nesjas@bigpond.net.au

November Saturday 25th 2017 - Sixties Party

Sixties party at St Johns Lutheran Church Hall, 24 Levington Rd, Eight Mile Plains. Hope you will attend, great opportunity to catch up with other members. Lots of motels nearby if you wish to stay overnight.

Please mark this date on your calendar.



Club Polo Shirts

Our all new Polo shirts celebrating our Club's thirtieth anniversary are now ready. Sizes available are M, L, XL and XXL. Price is \$42 including Express Post to you.

If you would like one (or two) please pay into Club bank account (Details below) and email George ozamazon@tpg.com.au.

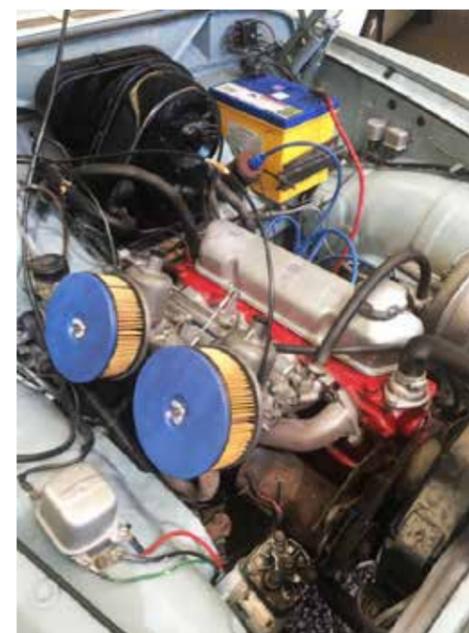
IMPORTANT: Please use your NAME as reference

Volvo 1800 120 Club - National Australia Bank

BSB 082837 A/c 833499571

Reference 'your name'

VEHICLE PROFILE *by Robert Bakker*



<u>VEHICLE :</u>	122S (1966) – 2 Door
<u>OWNER :</u>	RIC & JOYCE FORNO
<u>CHASSIS :</u>	162361
<u>ENGINE :</u>	B18D
<u>TYPE :</u>	13234 HF
<u>COLOUR :</u>	89 (LIGHT BLUE)
<u>UPHOLSTERY :</u>	417-515 (BLACK VINYL)

Well those of you who pay any attention to my scribbles will know what I think about 'time warp cars'.....Here is a good one!

Purchased by Ric recently in Brisbane, it was originally a Victorian car. The previous owner brought it up here, and when it ran out of rego, parked it. (Original rego plate - JME 184).

Ric couldn't believe his luck when he acquired this car. Although the car required some brake work (no surprises here) and the head was off, it has quickly been refurbished and presents as a beautiful original "Wayne Luckman" 122S.

Some interesting features include an original working HMV radio (which I couldn't resist switching on), and a head rest for the driver's seat. The dash pad is original and UNCRACKED. The interior is so original it even has the correct rubber floor mats that are 50 years old. The paint is mostly original, and after a good buff gleamed prettily on the day of our inspection.

Big plans (!) include the installation of a knee pad below the dash.

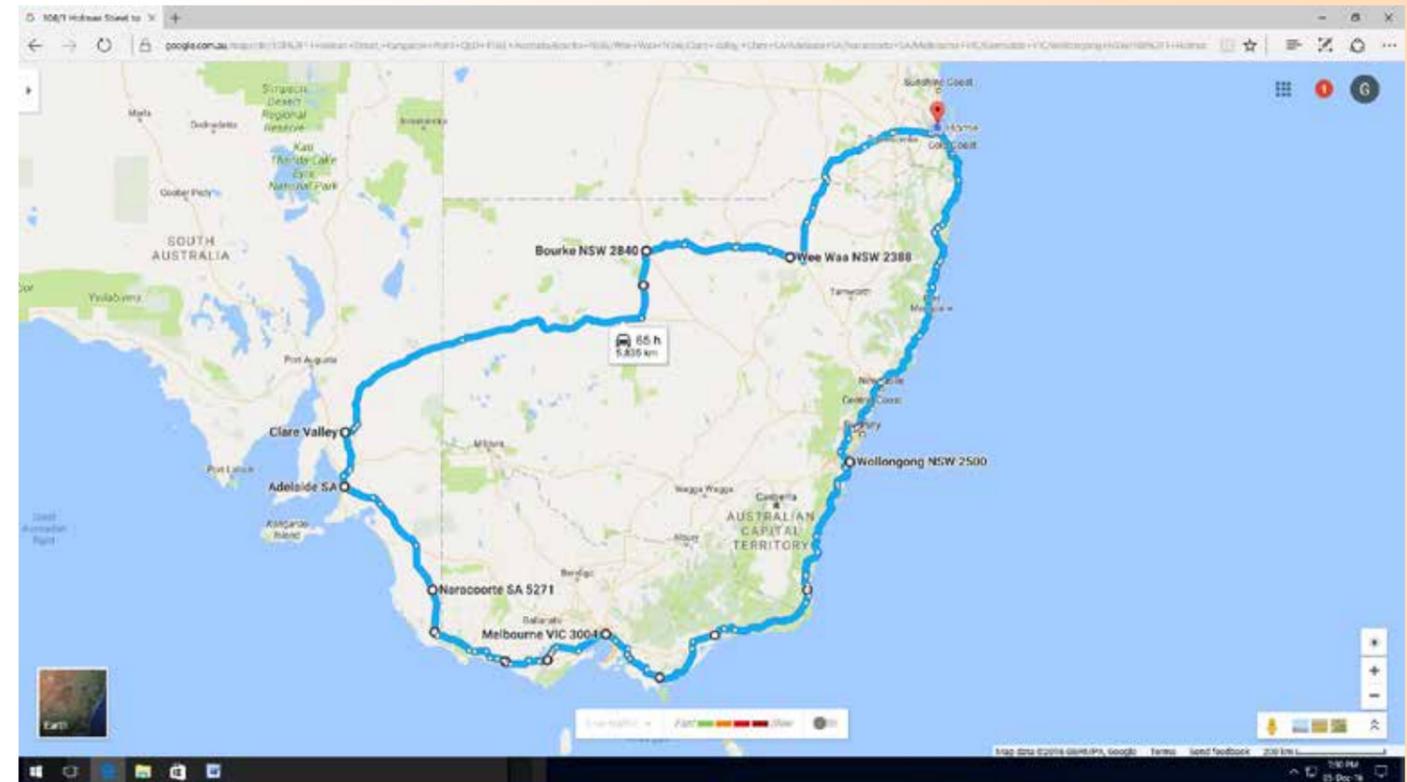
I was so pleased a super enthusiastic member like Ric Forno now will own and cherish this car for years to come.

Oodnadatta Challenge

1800 - 120 Club FINAL Route

OODNADATTA Challenge

1800 - 120 Club Route					
Day	Date	Morning	Break	Night	Klms
1	14/5 Sunday	Brisbane	Millmerran	Goondiwindi	346
2	15/5 Monday	Goondiwindi	Moree	Wee Waa	265
3	16/5 Tuesday	Wee Waa		Bourke	375
4	17/5 Wednesday	Bourke		Bourke	
5	18/5 Thursday	Bourke	Cobar	Wilcania	420
6	19/5 Friday	Wilcania		Broken Hill	198
7	20/5 Saturday	Broken Hill		Broken Hill	
8	21/5 Sunday	Broken Hill	Yunta	Clare Valley	394
9	22/5 Monday	Clare Valley	Tununda	Adelaide	169
10	23/5 Tuesday	Adelaide		Adelaide	
11	24/5 Wednesday	Adelaide		Adelaide	
12	25/5 Thursday	Adelaide	Keith	Naracoorte	333
13	26/5 Friday	Naracoorte	Mt. Gambier Port Fairy	Warrnambool	284
14	27/5 Saturday	Warrnambool		Melbourne	345
15	28/5 Sunday	Melbourne	G. Sievert	Melbourne	
16	29/5 Monday	Melbourne		Melbourne	
17	30/5 Tuesday	Melbourne	Healesville Andy White	Warragul	153
18	31/5 Wednesday	Warragul		Lakes Entrance	216
19	1/6 Thursday	Lakes Entrance	Cann River	Bega	293
20	2/6 Friday	Bega	Mogo	Shellharbour/ Wingdan	326
21	3/6 Saturday	Wingdan			
22	4/6 Sunday				
23	5/6 Monday				
24	6/6 Tuesday			Brisbane	1028
		Total Klms.			5145



OODNADATTA Challenge

The South East Queensland members of the 1800 - 120 club are getting involved with the Oodnadatta Challenge. Our route has shorter driving days and includes nights with the overseas visitors in Adelaide, Warrnambool and Melbourne.

I have included the proposed route with expected stops and we are well advanced with accommodation enquiries. We will have a mixture of models and some will be towing caravans.

Our group will be driving from Brisbane to Adelaide to join the Dutch group, we'll then drive from Adelaide to Melbourne with them, then we'll follow the coast road stopping at Warragul, Lakes Entrance, Bega and Shellharbour near Wollongong.

Please contact us and join us for dinner if you live near any of these towns.

The entire route is on bitumen roads and includes a number of well known tourist destinations. Our plan is to have a touristy drive through Australia. The gaps in the route from Wollongong to Brisbane are to allow everyone to go their own way home.

If anyone is interested in joining our group for all or part of the journey please contact Gavin Janson at gavinjanson@yahoo.com.au

Gavin Janson 0408 763963
George & Vicki Minassian 0418 225121



ROBERT'S REPAIR RAMBLINGS - A Special Report

To all of you 1800 owners, it is now worth your while to lavish a little attention and TLC on your beauty. Recent times have seen unprecedented demand (and prices) for these Swedish classics.

So it was recently my pleasure to spruce up a very nice '64 1800S, owned by a club member.

The **attached** photos give you an idea of her condition before the makeover and after. Yes, a bit like the ugly duckling becoming the swan (if I do say so myself).

First examination revealed a basically sound car. However, she was very low in compression on all cylinders. There were a number of other issues relating to mechanical soundness such as the radiator being soft, universal joints being sloppy, along with a number of oil leaks. Her engine bay looked tired and awful, a real detraction from value and pleasure of ownership. Her paint was a little dull.

The low compression was something of a mystery at first, as there had been recent head work. The decision was made to remove the engine and give it a freshen up with new rings and gaskets and seals. This would also allow it to be painted.

I also looked at the cam and lifters, but quickly ascertained that the noise coming from the engine was due to the fibre timing gear being very worn.

It turned out that the exhaust valves had not been seating very well, so I lapped all 8 valves and reassembled.

Whilst the engine was out, it was also a good idea to check on the rear main seal and replace it. It is such a cheap part, but so

labour intensive to replace that this was an easy decision to make.

The clutch appeared in good shape, but not so the pilot bearing in the crank. Again, another very cheap part buried in the bowels of the engine.

Whilst everything was out of the engine bay, I sanded it all back and repainted in "Pearl White" (code 79-1). This attention was also lavished on brake lines, master cylinders, heater box, and whatever else was needed.

A main reason that I insist on routine inspections is that in this case, this would have uncovered that the rear flexible brake hose was bulging badly and so soon would have burst causing brake failure. It was a simple job to replace it and bleed brakes which needed doing anyway.

New carb kits, jets and needles transformed the running of the car, and meant no more fuel fumes. Tuning included balancing the carbs' airflows, so now she idles smoothly, but accelerates strongly.

After about 60 hours of work, we now have an 1800S that can hold its own in any display, as it looks great. It drives even better now too.

Isn't it time you spoil your little 1800?



RRR Continued - The Photos!



Before.....



Before.....



After.....



After.....



After.....

What's in a Name.

Nicknames arrive in all sorts of ways, but the cardinal rule for nicknames is that you never get to pick your own. Perhaps the rules for car naming are the same - you can't pick your own, it has to be something which jumps out on its own, or is bestowed by others, so getting the right name for a car can be tricky.

When I took on custodianship of my little red 1800, I decided I needed to get serious about a name, it is somehow more than just a machine and therefore seems deserving of a name of its own, so this has been my quest.

I originally considered "Bruce" - it brought a smile to my face because it was so incongruous



for a car and quite Pythonesque - in deference to the "University of Woolloomooloo" sketch. But I have a cousin named Bruce and he's into cars, I knew the story would get back and I would have to answer tricky questions at family



gatherings, so that name was scrapped. "Colin" was another option, referencing the 70's comedy show *Aunty Jack*, who, in a sketch named "Elephant Bonsai" had a pet elephant named

Colin, but another family connection shelved that one.

People told me that cars are always "female" - I'd checked under my car but couldn't tell one way or the other, and to tell the truth I wasn't even sure what I was looking for, I figured it must be a bit like chicken sexing (only for those in the know). But in the absence of any proof to

the contrary, I took their word and started to ponder on female names for my car. In any case, this car was my "Swedish Girlfriend", so that kind'a proved she was a she.

Someone told me that a name would eventually reveal itself, that something would happen and the right name would become apparent. I waited, and waited, but I was getting tired of calling her "the 1800", it seemed so impersonal, and she definitely had a personality, but apparently not one which was easy to put your finger on and name.

I scrolled through a list of Scandinavian girls' names, but it felt like I was desperately trying to concoct a connection - which is exactly what I was guilty of - and all these attempts were never going to work because the rules for Nicknames apply, and I was trying too hard.

The first 3 letters of her number plate offered some promise, and for a while I called her "Adele". But in conversation it always felt "clunky" and contrived, so that also quietly drifted from use.

When registering the car I was intrigued when the number plates were presented, they ended with 099 which immediately seemed a bit racy



and secret agentish, without being as blindingly "wanky" as 007 on a Porsche or Aston. So I started to play on the possibilities that 099 and "secret agent" offered, but steering well away from the "Saintly" connections that are so common among 1800's. Barbara Feldon had played Agent 99, Maxwell Smart's extremely competent offsider in the 70's "Get Smart". For a while I tried "Barbara", but that really didn't fit and again far too convoluted and contrived. Yet another name faded from use.

And so for a while I'd been calling her "99", it's still "clunky" but it's the best I could come up with. And that's the sad truth when you try to make a nickname fit - when you work against

the rules for nicknames - you end up with something which doesn't really fit, or worse still, you end up with something which is ... "the best I could come up with at the time".

Then gradually, as I started writing these articles and remembering the things I'd been thinking when considering buying this classic Volvo. I started to recall how I felt and slowly a name began to emerge. It was at the end of the second article that she revealed her possible real name, in fact I now realise she's been hinting at it all this time.

In viewing the car for the first time I'd been trying so hard to think rationally about this purchase, trying to keep a lid on my emotional response while considering buying this classic car, and this was not just any Classic Car, this was The Volvo 1800 of my boyhood dreams - my Swedish Girlfriend. So just when I thought I could suppress the emotional response, when I thought I was considering this car purchase as a cool, rational decision, she fired into life with a deep throaty burble to her exhaust and my emotional response came flooding back.

I was immediately reminded of The Kinks song lyrics ...

She walked up to me and she asked me to dance.
I asked her name and in a dark brown voice she said,
"Lola"
L-O-L-A Lola, lo lo lo lo Lola

Well, I'm not dumb but I can't understand
Why she walk like a woman and talk like a man
Oh my Lola, lo lo lo lo Lola, lo lo lo lo Lola



Well I don't know if I've discovered my Swedish Girlfriend's name, it is possible she's been trying to tell me for quite a while and I was just too preoccupied looking for a name, to listen. In her deep throaty burble, in her dark brown voice, she says "LOLA" L-O-L-A Lola, lo lo lo lo Lola.

Warren Townsend

LOLA



Volvo 1800 – a desirable collectible

Owners and potential owners of the iconic Volvo 1800 may have noticed a definite increase in values over the last 5 years.

This was certainly reinforced on Monday 6th February when an 1800E in need of some restoration work sold for \$46000 plus a buyer's premium at the Shannons Sydney auction.

This car went to a collector in Adelaide.

A very small number of 1800s have sold for over \$50000 and indeed one was reportedly sold over a year ago for \$68000. Why is this?



Well there are a number of theories however I would like to make some observations.

1. A few years ago most of these cars were used as daily drivers..today very few are used for that purpose
2. Many of the cars have been taken off the road and restored ...subsequently become part of collections.
3. The cost of restoring an average car to make an excellent car is over \$20000. This tends to limit the number of people interested in buying 1800s to those that can afford them (and they are prepared to pay top money to get them).
4. UK and US buyers are looking at Australia as a source of cars particularly if our exchange rate remains low (same has happened for many other marques)
5. The 1800 is now included on Classic Car lists worldwide and written up as one of the 10 most desirable and affordable classic by Classic Driver Magazine.

Another huge driving force is the price 1800s are selling for overseas. I include a link that shows good 1800s are for sale easily in the \$50000- \$70000 bracket.

https://www.classicdriver.com/en/cars/volvo/p1800?make=241&model=2183&search_type=advanced&page=1

The numbers of really good cars in Australia are not huge but will grow as more investment is made to bring them to a high quality.

The Volvo 1800-120 Club should be applauded for fostering the continued interest in these wonderful classic cars.

To those owners who have 1800s....look after them, keep up the maintenance, spend money on them to preserve their value and you will be rewarded with a valuable classic in the years to come.

Finally....don't forget to increase your insured values.

Neil Summerson AM

PO Box 6132
Fairfield Gardens 4103
M – 0419273296



WORKSHOP BULLETIN

Small Gear Colours
 16 teeth Yellow
 17 teeth Green
 18 teeth Blue
 19 teeth Black

CARS

RE: SPEEDOMETER GEAR	PRODUCT P
	GROUP 91
	NO. 4
DATE October 1967	

Table for speedometer gear (SG)

Vehicle type	Tyres	Gear box	Rear axle ratio	Small S. G.		Large S. G.		Ratio	Error %
				Part No.	No. of teeth	Part No.	No. of teeth		
120	5.90-15	M 30, M 40	4.10:1	380164	16	380159	5	3.2	+1.56
		M 31, M 41	4.56:1	380168	18	380225	5	3.6	+0.7
		BW 35	4.10:1	670131	16	235726	5	3.2	+1.56
		M 40	4.10:1	380164	16	380449 ⁺	5	3.2	+2.81
		M 41	4.56:1	380168	18	380225	5	3.6	+1.67
120 H	6.40-15	BW 35	4.10:1	670131	16	235726	5	3.2	+2.81
		M 40	4.10:1	380164	16	380449 ⁺	5	3.2	+4.8
		M 41	4.56:1	380168	18	380225	5	3.6	+3.7
		BW 35	4.10:1	670131	16	235726	5	3.2	+4.8
		M 40	4.55:1	380166	17	380449 ⁺	5	3.4	+2.7
140	6.40S15	M 40	4.55:1	380166	17	380449 ⁺	5	3.4	+2.9
		M 40	4.10:1	380164	16	380449 ⁺	5	3.2	+4.8
		M 41	4.56:1	380168	18	380225	5	3.6	+3.7
1800	165S15	BW 35	4.10:1	670131	16	235726	5	3.2	+4.8
		M 40	4.10:1	380166	17	380449 ⁺	5	3.4	-0.23
		M 41	4.56:1	380305	19	380304	5	3.8	+0.26
210	6.40-15	M 40	4.55:1	380166	17	380449 ⁺	5	3.4	+2.7
		M 40	4.55:1	380166	17	380449 ⁺	5	3.4	+2.9
544	5.90-15	M 30 M 40	4.10:1	380164	16	380159	5	3.2	+1.56
		M 30 M 40	4.10:1	380164	16	380159	5	3.2	+2.81

⁺ Regarding previous type, part No.380156, see W.B., P-43-13



**WORKSHOP
BULLETIN**

CARS

RE: CARBURETTORS Metering needles	PRODUCT P GROUP 23 NO. 21
DATE November, 1969	

Replaces previous WB P - 23 - 21, of June, 1967.

Metering needles

For easier identification of the many different types of metering needles used in our engines, a table is given below listing which needles are fitted in the carburettors for the various engines.

The use of so many different needles is due to a number of various factors such as the camshaft, air cleaner, compression ratio, etc., so that, for example, although such engines as B18B and D (100 h.p.) have the same output, they are fitted with different needles.

N.B. When changing carburettors, make sure that the new carburettor is fitted with the metering needle intended for the engine in question according to the table below.

Engine	Filter type	Metering needle		Carburettor type
		Designation	Part No.	
B 16 B	Paper	GT	237009	SU - H 4
B 16 B	Oil bath	GW	237050	SU - H 4
B 18 A	Paper	"4 F"	237252	Zenith-Stromberg 175-CD S 2
B 18 B (100 h.p.)	Paper	TZ	237103	SU - HS 6
B 18 B (108 h.p.)	Paper	ZH	237221	SU - HS 6
B 18 B (115 h.p.)	Paper	KD	237248	SU - HS 6
B 18 B (115 h.p.)	Silencer type - Paper	KF	237255	SU - HS 6
B 18 B (115 h.p.)	Paper	DX	237315	SU - HS 6
B 18 D (90 h.p.)	With exhaust clean Paper	K.A. or/ZH	237145 or 237221	SU - HS 6
B 18 D (90 h.p.)	Silencer type - Oil bath	KB	237183	SU - HS 6
B 18 D (95 h.p.)	Paper	ZH	237221	SU - HS 6
B 18 D (95 h.p.)	Silencer type - Oil bath	KE	237249	SU - HS 6
B 18 D (100 h.p.)	Paper	SM	237267	SU - HS 6
B 18 D (100 h.p.)	Silencer type -	KG	237262	SU - HS 6

Volvo Car Club of NSW - Presidents Patter



Welcome Club Members to 2017 and with your effort and input, will be a year of innovation. Your new committee has already started on events for 2017.



We always aspire to have all of the year's events planned well ahead, but there are still dates that cannot be finalized as we go to print.

Our most efficient ex-secretary, editor, flyer creator and information warehouse, AKA Jules, is putting together a monthly e-mag to make sure all members have access to info and Brendan will put this up onto the reworked website - so if you don't have one of these new fangled computer things better think about getting one and using it.

Some members have already attended our first outing to the Australia Day CARnival in Parramatta Park.

There are mixed feelings about this venue - however it is close to the demographic centre of Sydney's population. There was a great display of cars and I got the feeling that there was an enormous surge in interest in these classic cars from the 'younger set' - people in the 30 to 40ish age group. There were thousands swarming around the cars and in our display the P1800S's garnered the most attention - notwithstanding the superb RED 142 of Chris Smith and the SRGDM- ably driven by Jan to the display (I drove the P1800).

This year will also see a new Mystery Tour - however henceforth I would recommend that it be called the "BRANSGROVE BASH" for obvious reasons. Arthur and Judy have assured me this year's event will be equally as mysterious as last year's.

Our club will only survive and grow if we keep our attitude in the right frame and we don't get boring. It is always a shame that members don't put their hand up to take a role on the committee as it is not a lot of work. We have a very good team. What we need is new ideas!

We have had members come onto the committee for just the National Rally and their input and ideas were well received - it was Ray Zavva who came up with the design for the rally logo and Graham Bennett who put us onto the people for the jackets - sure the committee was there for support but they had the ideas. Ray and Viv and Graham now regularly attend committee meetings - gets them out for an extra night. So please come along - there is no commitment just bring your ideas - and the team can help bring them into reality.

Throughout this year we need every member to take a few - yes a few Graham - photos of their car and write a brief history of the car - so that we have material to publish in Rolling. This includes cars that are also in the process of restoration or modification. I know I would love to hear how to fit a 6 cylinder Toyota engine into a 240 GL - and what other mods to suspension etc were done.

Also if your car is still in bits - it still has a story - so please - even if it is handwritten - and a snapshot we can still use it.

I would ask every member to make a commitment to do this for their club.

Remember those famous words "ask not what your car club can do for you but what you can do for your car club".

See you on the highways of life.

Ted Warner



Volvo Car Club of NSW

COMMITTEE 2017

PRESIDENT	
Ted Warner	0412 244 144 jwa43698@bigpond.net.au
VICE PRESIDENT	
Gerry Lister	0412 221 211 info@volvodownunder.com.au
TREASURER	
Syd Neale	0404 810 209 sydneale@hotmail.com
SECRETARY	
Megan O'Donnell	0449 600 386 Megan.O'Donnell@trivett.com.au
SOCIAL	
Dani Neale & Jan Warner	0404 810 209 dani.neale@hotmail.com jwa43698@bigpond.net.au
CLUB PLATE REGISTRAR	
Boyd Symington	0418 234 028 boyd.symington@bigpond.com
WEB MASTER	
Brendan MacGillicuddy	0406 023 269 povo74@hotmail.com
TECHNICALS	
Mike Mitz	0433 116 763 americanmike@gmail.com
GENERAL COMMITTEE	
Ray & Vivienne Zavattaro	0417 285 387 rzavattaro@internode.on.net
Graham Bennett	0408 600 475 volvosaint1800@gmail.com
Larry Kavanagh	0439 410 936 larryk@beak.com.au
MAGAZINE EDITOR / GENERAL COMMITTEE	
Julie Williams	0409 161 357 hollymist@bigpond.com

 **Affiliate of the Council of Motor Clubs**

Website: www.volvocarclubnsw.com
Email: hollymist@bigpond.com

All Mail to:
12 Mayfield Avenue
Pymble NSW 2073

Monthly General Meetings



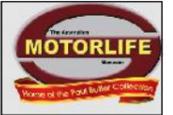
140 Rookwood Road, Yagoona
First Wednesday of every month from February to December.

6pm for a social dinner, and 8pm meeting start.
Call Jules on 0409 161 357 if you get lost.



Social Calendar for 2017

March 12th (Sunday) Show 'N' Shine
We are going to the Australian Motorlife Museum in Kembla Grange. It's a while since we've been to the Museum and there have been many changes since we last visited. There is plenty of room for a picnic or if you'd prefer something light the Museum has a café. Entry to the Museum is \$10.



 **April (Date is yet to be determined) Uncle Arthur's Mystery Tour - AKA "The Bransgrove Bash"**
It will be the North West this year but, just where to is a mystery. I guess that's why it's called a Mystery Tour. I do know it's a great day and loads of fun so don't miss out on this one.



May 5th - 7th Volvo Clubs of Australia National Rally
Hosted this time around by the Sunshine State Volvo Car Club and it's in Warwick in Southern Queensland. Check out all the details and for a registration form you can go to the SSVc website at: ssvc.org.au/calendar

 **May 21st National Motoring Heritage Day**
There are a number of venues available and the Club has yet to decide on where we'll go so, keep an eye and ear out for more information. The Clubs has purchased 10 tickets at \$5 per car.

June (date to be advised) Lunch at Solitary Restaurant, Leura



 **July 22nd Christmas in July**
It's back to Oberon. A most enjoyable weekend and definitely a repeater. Keep your eyes on the website and email for more information a bit closer to the event.

August 13th Shannons Sydney Classic
The CMC's main event. This is a must. With over 1700 cars; garages chock full of merchandise and heaps for mum and the kids to do it's a real family day out, and there's a chance for a trophy if you enter into the Concours. This Concours is one of the top 3 in the Country and the Judges love originality so, your classic drive doesn't have to look like it came off the showroom floor. So, give it a go. Entry is just \$20 per car.



 **September (date to be advised) Mystery Bash**

October (date to be advised) Picnic at Wally's Dreamworks at Warilla



 **November 4th & 5th Classic Yass** More details to come

November 25th Christmas Party
It is yet to be 100% confirmed but, it looks like Tony & Olga (at Glenmore Park) have so much fun hosting us for Christmas that they are inviting us again in 2017. Tony & Olga we really do appreciate your generosity in hosting our Christmas Party. A big THANK YOU from everyone.



If there's somewhere or something you think our members would enjoy please let us know. Don't forget to keep an eye on your emails for confirmation and information about all our events for 2017.

Model Gurus

Gerry Lister	02 9499 6666	0412 221 211	info@volvodownunder.com.au
1800 Series	122 Series	140 Series	160 Series
Alex Shevlin		0403 685 909	alexshevlin@hotmail.com
240 Series	260 Series	740 Series	
Kevin Elliott		0414 571 745	khelliott@hotmail.com
850 Series			
Megan O'Donnell		0449 600 386	modonnell@trivett.com.au
940 Series			
Mike Mitz		0433 116 763	americanmike@gmail.com
General Technicals			



Our Window to the World

Just knowing that our cars are capable of keeping a watchful eye out for trouble where we might not expect it gives us a feeling of calm reassurance.



Awareness, guidance, reassurance and protection. At one time or another, the human eye has been used to represent all of these things. And is it any wonder? Our eyes are amazing. The second most complex organ in the human body after the brain, our eyes contain 107 million light-sensitive cells, which allow us to perceive objects in colour, depth and detail, as well as help us make informed decisions about our environment.

Throughout history, the human eye has meant different things to different cultures. In ancient Egypt it was worshipped as a powerful symbol of good health and protection, during the Renaissance it represented vision and clarity, whereas the eye that graces today's American dollar bill is designed to depict guidance and reassurance. But what about for those of us who worship at the altar of the automobile? What do our eyes mean to our enjoyment of our cars and can they really hold the key to a better life on the road?



"Being aware of our surroundings gives us a feeling of control."

They can also process 36,000 pieces of information every hour and are home to the hardest working muscles in the human body. In fact, whoever coined the phrase, 'our eyes are the window to the soul,' was actually doing them a disservice – our eyes are our window to the world!

The feeling of freedom, the possibility of adventure and the pleasure that comes from living in the moment: this is what we want from our cars, and our eyes hold the key.

When we're driving, being aware of our surroundings gives us a feeling of control. While just knowing that our cars are capable of keeping a watchful eye out for trouble where we might not expect it gives us a feeling of calm reassurance. When we have these things, we can really start to live in the moment and enjoy the ride. This is why Volvo Cars spends so much time developing new on-board safety solutions: so that you can drive where you want, when you want, without having to worry about any unexpected obstacles getting in your way.

So, how exactly can your car make you more aware when you're out on the road? Over the years, Volvo Cars has introduced numerous safety solutions designed to help you keep a closer eye on your surroundings. The extra field of vision provided by innovations such as Blind spot information, Lane assist and the 360° birds-eye camera, allows you to stay in control when your vision is limited or obscured. Situations that, only a few short years ago, would have been a lot more difficult to negotiate.

But Volvo Cars' latest safety solutions don't simply keep an eye out for potentially hazardous situations, they are also capable of taking action to prevent them occurring in the first place. Volvo Cars has been leading the way in the development of on-board auto-brake technology since becoming one of the first car manufacturers to introduce collision warning with brake support. Now, years of research, ambition and innovation have culminated in City Safety, Volvo Cars' cutting-edge collection of auto-brake functions and on-board crash prevention technology.

In the same way that our eyes capture light and send information back to the brain, City Safety captures the car's surroundings and sends important information back to the driver. City Safety includes pedestrian and cyclist detection, Forward Collision Warning and another Volvo Cars safety world first – autobrake at intersections. Based on a combination of camera and radar, this solution can detect objects, tracks their movements and determines their distance from the car – even in the dark. If the sensors believe a collision is imminent, it will use the information gathered to evaluate the situation and send a warning to the driver. If the driver doesn't react in time, the auto-brake function can be activated. Of course, no matter how amazing these latest on-board safety innovations are, they are no substitute for what the human eye is capable of observing. So, don't think of Volvo Cars safety solutions, such as City Safety and our park assist cameras as substitutes for your own eyes, think of them as reassuring helping hands willing to offer assistance whenever they are needed.

With so much on-board safety technology now focusing on improving our vision and helping us eliminate blind spots, it would seem that in today's car culture our eyes have come to represent more than ever before. Not only vision and clarity, but freedom, awareness, guidance and protection. A very reassuring combination.

Enjoy a Safer Journey

For more articles go to: <http://www.volvocars.com/za/about/our-stories/stories-and-inspiration/our-window-to-the-world>

Guy Martin on his Volvo: The Fastest Car in Britain

Published 15 October 2014

by Guy Martin



PEOPLE ARE surprised when I tell them that I have only two cars. They expect me to have a garage filled with supercars. They are even more surprised when I tell them that one is a 13-reg Ford Transit van, which I use almost every day, and the other is a Volvo estate, which I use only on special occasions. This is fine by me — I don't see the point of boasting about my cars.

Don't get me wrong: I've had my fair share of supercars. But none of them has been a patch on the Volvo Vöx. It is a 1967 estate, in beautiful battleship grey, and every time I get in it, it just twists my mind — and it would do the same to you too. Although it looks like a standard Volvo, I reckon it is about the fastest car in Britain — quicker than any Ferrari, Porsche or even Bugatti. That's not me boasting — I don't want to come across as big-headed. It is just a fact.

The truth is, this is the quickest machine I have ever driven or ridden. My GSXR Suzuki superbike is about 220bhp and probably a bit quicker to 100mph, but if you put them on the road together the Volvo would leave it for dust between 100mph and 200mph.

I can still remember the first time I saw it. I was competing in a TT race two years ago, and one of the other riders called me over to show me something on his phone. It was a picture of a grey 1967 Volvo Amazon. Even at the time it looked beautiful; then he explained what had been done to it and I was hooked. I had to buy it.

It probably helped that at the time I was driving an Aston Martin Vantage V12, which I was fed up with. When I was 21 I owned a BMW E46 M3 CSL and then a Porsche GT3 RS but I always wanted an Aston. It is the sort of car you grow up dreaming of owning. But I had nothing but bother with it. The windows seemed to jam, the seats seemed to seize up and I couldn't get the claimed top speed out of it on a track — not big things, but I was disappointed. But the worst thing about it was the lights.

Whenever I saw an Aston on the road, the thing I always noticed was the sidelights glowing in the gloom, giving the car that classic Aston look. I always loved that. But when I bought the Vantage I discovered that those lights didn't come on automatically: the driver had to switch them on.

I find it funny that people feel if they spend a fortune on a car they are somehow more important than their peers who don't. Someone once told me: "I've got a 458 Ferrari. Vinyl stripes on the bonnet are £7,000 extra, but you have to have them, don't you?"

It may sound a small thing, but to me it was massive. What? You have to put the lights on manually? That seemed a bit close to posing — ostentatious. I can't really explain why it put me off, but it did. It was as though the whole Aston look was a fake.

I sort of feel the same about supercars in general now. When I see someone in a Ferrari, I think: "They have bought a Ferrari because they don't know anything about cars."

I find it funny that people feel if they spend a fortune on a car they are somehow more important than their peers who don't. Someone once told me: "I've got a 458 Ferrari. Vinyl stripes on the bonnet are £7,000 extra, but you have to have them, don't you?" I thought to myself: "I've got a mate in Ireland who does vinyl strips for my Tranny for around £50."

That is why the Volvo appealed. It was like the anti-supercar. It had been built by a guy called Mattias Vöcks, an engineer from Sweden who works for the supercar maker Koenigsegg. I did the deal in two phone calls, finished the TT race, got in my van and drove to Sweden.

Vöcks speaks better English than I do, and made it clear that he didn't want me to drive it, so I sat in the passenger seat while he took the wheel. As soon as he floored the throttle, it blew me away.

Obviously it is not a standard Volvo Amazon. It is powered by a heavily modified 2.8-litre turbocharged inline-six made by Volvo. It produces 788bhp and peak torque of 723 lb ft and it runs on E85 biofuel. The fastest I have driven it is 205mph on a race-track, but I think it will go faster and I reckon it does 0-60mph in less than three seconds.

I was at traffic lights and a young guy in a pimped-up Mitsubishi Evo pulled up and revved his engine a bit. I just laughed. This car is like turning up to a knife fight with an AK-47 — there's nothing to prove.

Evo pulled up and revved his engine a bit. I just laughed. This car is like turning up to a knife fight with an AK-47 — there's nothing to prove.

It is not just the engine that has been modified in the Volvo Vöx — the entire car has been pimped and engineered. It's mega. Aside from transforming it from a five-door estate to a three-door model, Vöcks added a six-speed transmission — a proper manual gearbox; none of this fancy steering-wheel-paddles stuff — a new rear differential, brakes from the Koenigsegg CC8S and adjustable front and rear suspension. As an engineer, I can see the work he has done on the car. It is perfect — the best-built, most beautifully finished car in the world.

As soon as I got it back to the UK, I took it for a spin down to Grimsby, near where I live. My God, it is frightening. You have to keep it pointing in a straight line. Once I was at traffic lights and a young guy in a pimped-up Mitsubishi Evo pulled up and revved his engine a bit. I just laughed. This car is like turning up to a knife fight with an AK-47 — there's nothing to prove.

I don't drive it fast on the road — why would I? Tracks and closed roads are where you can stretch its legs. The way I see it, anyone who says they drive their supercar fast on the road is still nowhere near its limits but no doubt beyond theirs. (cont'd)

The Fastest Car in Britain

By Guy Martin (cont'd)

The thing is, my Volvo Vöx is probably worth nothing, in that it isn't an original car, doesn't have a race pedigree and doesn't come from a flash brand such as Ferrari. It is not a classic, so it has no monetary value. But if you tot up the cost of all the parts that have been used to make it and the man hours that have been put into building it, then I reckon I nicked it.

It is not just the engine that has been modified in the Volvo Vöx — the entire car has been pimped and engineered. It's mega. Aside from transforming it from a five-door estate to a three-door model, Vöcks added a six-speed transmission — a proper manual gearbox; none of this fancy steering-wheel-paddles stuff — a new rear differential, brakes from the Koenigsegg CC8S and adjustable front and rear suspension. As an engineer, I can see the work he has done on the car. It is perfect — the best-built, most beautifully finished car in the world.

As soon as I got it back to the UK, I took it for a spin down to Grimsby, near where I live. My God, it is frightening. You have to keep it pointing in a straight line.

Once I was at traffic lights and a young guy in a pimped-up Mitsubishi Evo pulled up and revved his engine a bit. I just laughed. This car is like turning up to a knife fight with an AK-47 — there's nothing to prove.

I don't drive it fast on the road — why would I? Tracks and closed roads are where you can stretch its legs. The way I see it, anyone who says they drive their supercar fast on the road is still nowhere near its limits but no doubt beyond theirs.

The thing is, my Volvo Vöx is probably worth nothing, in that it isn't an original car, doesn't have a race pedigree and doesn't come from a flash brand such as Ferrari. It is not a classic, so it has no monetary value. But if you tot up the cost of all the parts that have been used to make it and the man hours that have been put into building it, then And that's not all: for the price of a BMW M3, it will outstrip anything on the road. It won't lose anything in depreciation or become outdated. More important, you won't see another one anywhere in the world.

And I can look any Aston owner in the eye, whereas he'd probably fumble for his lights. That makes it the ultimate supercar, doesn't it?

Vox Volvo, the ultimate wolf in sheep's clothing

Body

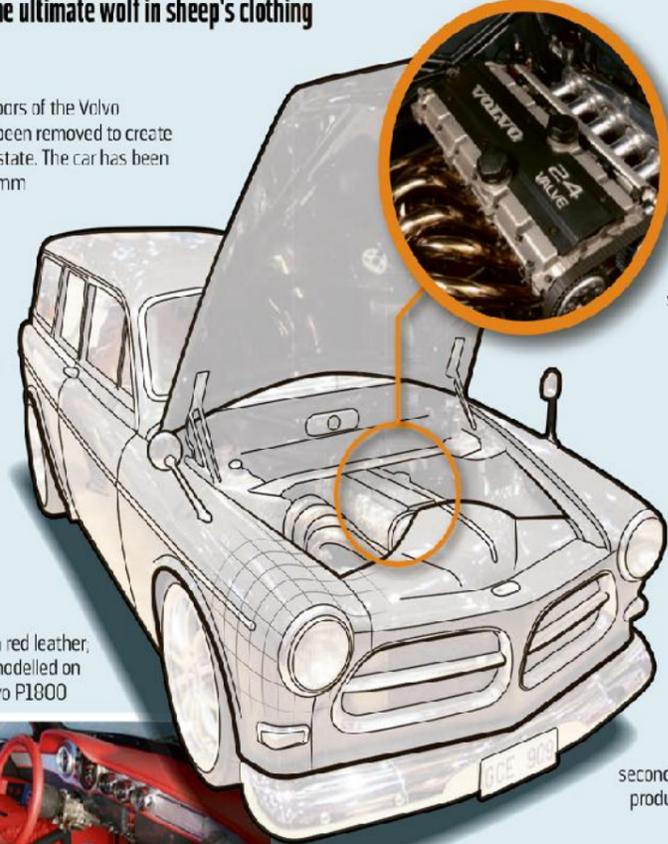
The two rear doors of the Volvo Amazon have been removed to create a three-door estate. The car has been lowered by 50mm

Boot

Glass floor in the rear allows views of rear axle beneath

Interior

Racing seats in red leather, dashboard is modelled on that of the Volvo P1800



Engine
Original 1778cc four-cylinder engine has been replaced by a turbocharged 2.8-litre inline-six unit. Gearbox is a six-speed manual

Performance
788bhp gives the estate a top speed of more than 200mph. It can hit 80mph in less than three seconds. The original car produced about 90bhp

Brakes
Large disc brakes from a Koenigsegg CC8S replace original drum brakes

- **1981:** Born the son of a bike racer and engine builder, Guy Martin follows his father into the lorry business and trains as a truck fitter
- **1998:** Rides his father's BSA bike at Cadwell Park in Lincolnshire and decides that he wants to go into racing. This marks the first appearance of his famous sideburns
- **2003:** Breaks his ankle racing in the Isle of Man's second-best-known racing series, the Southern 100
- **2004:** Martin's first appearance at the Isle of Man TT. Finishes seventh in one race
- **2006:** Wins four races at the Ulster Grand Prix
- **2010:** Crashes at 170mph in an Isle of Man TT race. Survives the fireball but suffers a broken back and ribs
- **2011:** Martin returns to the TT and finishes second in the senior race. His screen career takes off as he stars in Closer to the Edge, a documentary behind the scenes of the TT. His first television show, The Boat That Guy Built, in which he helps to renovate a narrowboat, is also broadcast
- **2013:** Breaks national bicycle speed record, travelling at 112mph behind a lorry fitted with a large windbreak
- **2014:** Breaks the world speed record for a sledge, travelling at more than 83mph down a slope at a ski resort in Andorra

Overdrive Oil

I want to express our experience and opinion on the topic of the proper oil for use in the Laycock de Normanville overdrive units. We constantly get into discussions (and sometimes heated debates!) with British car owners on this subject. This month's discussion will invariably get some interesting responses as it seems to be a rather emotional (and not necessarily logical) discussion item for British car overdrive owners.

Let's start out with history. Historically even the recommendations from various car manufacturers are confusing. Some say to use multi grade oil (MG manuals), some hypoid oil (Triumph manuals), some non-detergent oil and some even recommend automatic transmission fluid! No wonder everyone is so confused!

Many years ago (in a land far, far away (OK it wasn't that far away or even that long ago)) we ran an experiment on overdrive oil. We rebuilt an A type overdrive unit and initially ran it with 30 weight non detergent motor oil. When spun up on our test bench at 1,000 RPM, it reached a normal pressure of 400 PPSI. When shifting the pressure dropped to 300 PPSI and quickly recovered to 400 PPSI. All was right in the world of overdrives.

We then drained the oil and replaced it with 10W30 multi grade oil. When spun on the test bench, initially it tested fine. However, after a few minutes of running, the oil pressure dropped to 300 and when shifting, to 200. Upon observation of the internals of the operating overdrive we found bubbles developing in the oil pump body and oil pump output passage. We surmised that the detergents in the oil were causing the oil pump to cavitate, and develop air bubbles as it pumped.



We then drained the oil again and replaced it with 90 weight hypoid oil. This time the oil pressure jumped to 600 PPSI! When shifted, the pressure dropped to 450 PPSI, which made the shift immediate and harsh. After a few minutes of running the oil pressure actually began to climb even higher. (Which made no sense since we thought the oil would thin out and the pressure would drop). We finally shut it off at 750 PPSI as we did not want to damage the unit. Even though the overdrive unit was now in the non-overdrive position (solenoid disengaged), the overdrive was now stuck in overdrive and would not come out. The higher pressure had driven the sliding clutch member so hard into the brake ring that the clutch return springs could not return it to the non-overdrive position. A tap on the brake ring with a hammer (the universal overdrive release tool), shifted it back into the direct drive position. After running a number of these test with the same result we found what was happening. The oil holes in the accumulator sleeve are very small. The 90 weight oil was so heavy it could not escape from the accumulator chamber as fast as the oil pump could

pump new oil into it. So even though the accumulator piston had passed the oil hole relief position, the pressure continued to build up because the oil could not leave the system as fast as it was being pumped in. The accumulator piston actually bottomed out in the sleeve (similar to coil bind on valve springs). When removed we found the accumulator spring had been compressed and was no longer useable.

After replacing the spring, we then tried automatic transmission fluid. We saw the same results as we did when we used the 30 weight non detergent oil.

We then tried synthetic oil and the unit also worked OK although it began to leak from all sorts of places it had not leaked from before.

Based on these tests we have since and continue to recommend the 30 weight non detergent motor oil as the best oil to use in the overdrives.

Some other experiences with customer overdrives over the years have reinforced this choice. For example, we found a Jaguar compact overdrive with a broken accumulator piston and bent spring when it had been used with 90 weight oil by the owner. When the piston and spring were replaced and the unit filled with 30 weight non detergent oil, it functioned normally. A customer LH overdrive unit that was filled with 90 weight oil "pulsed" between direct drive and overdrive without even being switched on electrically. When the oil was flushed and replaced with 30 weight non detergent oil the unit worked normally.

Other noted problems with overdrives filled with 90 weight are excessive wear on the oil pump plunger wheel and the eccentric cam, probably due to the higher pressures developed. Also the clutch lining seems to be more deteriorated in units with 90 weight oil than those with 30 weight oil.

The use of non-detergent 30 weight oil does not seem to affect the transmission parts or function. Bearings, synchros, gears and hubs do not seem to function any less effectively with the non-detergent 30 weight oil as with 90 weight gear oil.

So there it is gang, our scientifically based rationale for using and recommending 30 weight non detergent oil in Laycock overdrives.

Classic Eye Candy - Swedish



1966 Volvo Amazon



Volvo P1800



ŠKODA



Skoda Octavia Super



1967 Saab 95 Wagon

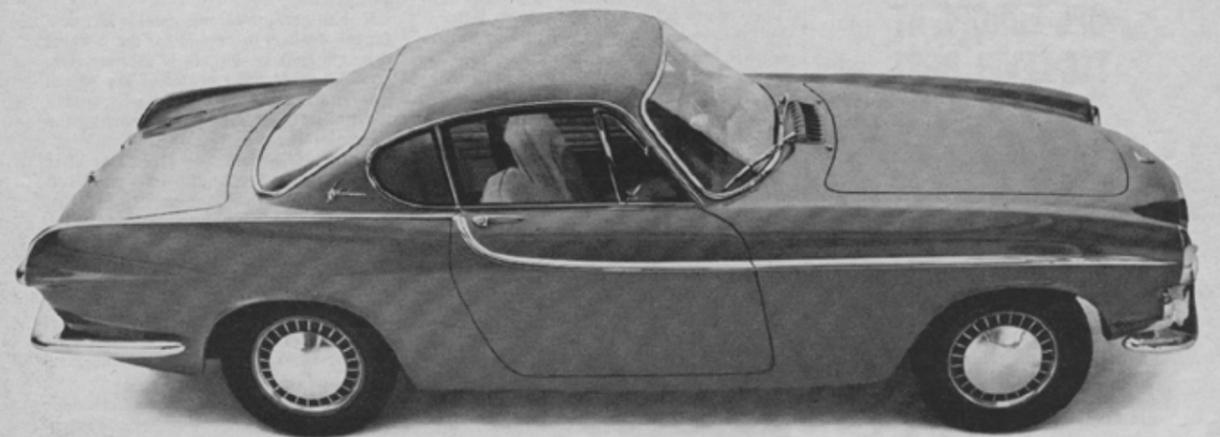


1960 Saab 93F GT 750:

More 90 years of Volvos



What's it like to own a \$10,000 car?



Find out for \$3995.

This is the Volvo P1800. Road & Track magazine put it through its paces and wrote: "The P1800 is a very civilized touring car for people who want to travel rapidly in style, a Gran Turismo car of the type much in the news these days—but at a price that many people who cannot afford a Ferrari or Aston Martin will be able to pay."

You pay over \$10,000 for a Ferrari or Aston Martin and get this: disc brakes, 4-speed synchromesh transmission with optional overdrive, live rear axle, independent front

suspension, precise steering, complete instrumentation including tachometer, European styling and coach work. You pay \$3995* for a Volvo P1800 and get the same.

One thing. A P1800 will not do 150 mph. Many of the \$10,000 cars will—all you need is a race track to enjoy this kind of performance. The P1800 will do over 100 mph. At 90 it uses no more gas than a Volkswagen uses at 70—all you need is a highway to enjoy this kind of performance.



*MANUFACTURER'S SUGGESTED RETAIL PRICE. EAST AND GULF COAST POE. WEST COAST, \$4080.

See the Yellow Pages for the Volvo dealer nearest you. Distributors: Volvo Distributing, Inc., 452 Hudson Terrace, Englewood Cliffs, N.J.; Volvo Western Distributing, Inc., 12925 Riverside Dr., Sherman Oaks, California; Swedish Motor Import, Inc., 3303 W. 12th St., Houston 24, Texas. Overseas delivery available.

Classifieds

FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo) – fees waived at the discretion of the editor.
Please notify the editor when vehicle or parts are sold. Editor reserves the right to edit or withhold ads if necessary. NOTE: All standard classified ads will run for 2 issues. If you want to re-run your ad let the editor know!

VOLVO 4 STEREO - MP3 CONVERSION Modified radio cassette (RX-93 / RX-3AQ / CR-4220 series) replacing cassette with MP3 module. Reads USB and SD cards via sockets where cassette used to insert. Orig control buttons still operate MP3 module (Prev/Next Track & Pause/Play). Cassette REV button toggles between MP3 player and original AM/FM radio function. \$155 + Postage. Or \$125 to convert your radio or exchange. (Note: Exchange radios do not need to be working, just complete and presentable). Now offering 'Aux In' socket on RX-93 only. Call Craig 0428 529 372 (SA Club Member) for more details.



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

1800 TAILLIGHT RESTORATION + LED LIGHTS 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 your own taillights the manufacturing period is up to 6 weeks. For technical information or advice contact Chris Bennett 0403 920 274, orvolvoclassic1800120@yahoo.com.au. For exchange ring Gerry Lister on 02 9499 6666



1982 244 GL SEDAN This Volvo has been in the family since new. The original service book, papers etc are with it. Maroon in colour. Shedded since new. The interior is excellent. The exterior is very good as is the paint work. It has done a genuine 160,000 kms. It has 7 months registration. In recent years a new fuel pump was fitted during regular maintenance. It has new spark plugs and leads, windscreen, brake discs, types (fitted and balanced). Should any one be interested contact Ed Bourke on 9544 4147 for further information.

1979 244GL Manual with AC. 233260 kms on clock. In very good condition and drives just as good. I'm selling it 4 an 85 yr-old gent with no computer. I hope a member of your club will love this car as much as the one owner has. Asking \$1200 (no reg). Ring Steve 03 57442527, or 0408378126

1994 850 WAGON - WRECKING If interested in any parts please contact Graeme Turner, 0490 234 085 or email turnergraeme5@gmail.com

1800 ES AUTOMATIC California White, Blue Interior. Reasonable offers invited. (Shannon's valuation \$25,000.) See Volvo Club of Victoria for more details and photos. Contact Gerard Siero, info@gerardsiero.com, 0417 950 061, Burswood WA



WANTED 240 series dash centre vent, must be WITHOUT the clock hole. Contact: Vic M: 0402 058 261 E: vick@cae.com.au



1966 VOLVO 122S. This car was my daily driver and transport for the last 20 years. In going order but currently unregistered. It has the 2 litre engine with J model overdrive on the standard diff so it is a relaxed highway cruiser. Good tyres and bodywork recently tidied up but paint is patchy in places. Fitted with Aunger mags, driving lights, Bilstein shocks and front and rear anti-roll bars. Car located in northern NSW. Asking \$4200. Contact 0438448816.

GENUINE C30/S40/V50/C70 5-SPEED MANUAL SHIFT KNOB LEATHER UPGRADE Part number 30759049. New in box - leather with frosted aluminium finish. Fits P1 cars with 5-speed manual with pattern as shown. Pick up Daylesford VIC or can deliver to VIC night meeting or post at purchaser's expense. Retail price is \$115USD in the USA, so likely \$200 in Australia. Asking \$100AUD. Greg Sievert. 0401713595 or email greg.sievert@gmail.com Rob Standing. 0414417495



1981 245GL PARTS Breaking car for parts. Please contact me with any requests and I'll advise if available. Car is red with tan cloth interior; B23E Auto. Greg Sievert. 0401713595 or email greg.sievert@gmail.com



1969 2 DOOR 122S. Purchased many years ago with some refurbishment but now requires a complete respray. Ideal project car and priced accordingly at \$2200. Car unregistered and located in northern NSW. Contact 0438448816.

SQUARE DRIVING LIGHTS 70 series Volvo. \$100 a pair. Rob Standing. 0414417495



ROUND DRIVING LIGHTS 70 series Volvo. \$100 a pair. Rob Standing. 0414417495



1996 960GL Champagne gold with fitted lamb's wool seat covers. 197,000kms with FULL service history including receipts since 1998 when purchased. Front brake upgrade for extra safety. Reversing sensors. Price: \$6,000 neg. Phone: Jayant on 03 9886 3585, Mob. 0411 730 307



1800 ES AUTO 1800 ES Auto, California White, Blue Interior. Reasonable offers invited. (Shannon's valuation \$25,000.) Gerard Siero, 0417 950 061, email info@gerardsiero.com

S60R GENUINE VOLVO FRONT AND REAR DISC new. \$200. Rob Standing. 0414417495



VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2008
Seaford VIC 3198
Australia

mobile: 0403 814 846
email: mark@vptuning.com.au

Volvo Car Australian dealers

ROLFE MOTORS	ACT	HTTP://WWW.ROLFEVOLVO.COM.AU/VOLVO/
VOLVO CARS SYDNEY	NSW	HTTP://VOLVOCARSSYDNEY.COM.AU/
SVM VOLVO CARS	NSW	HTTP://WWW.SVMVOLVO.COM.AU/
VOLVO CARS PARRAMATTA	NSW	HTTP://VOLVOCARSPARRAMATTA.COM.AU/
VOLVO CARS MOSMAN	NSW	HTTP://WWW.VOLVOCARSMOSMAN.COM.AU/
PETER WARREN VOLVO CARS	NSW	HTTP://WWW.PETERWARRENVOLVO.COM.AU/
ANNLYN MOTORS	NSW	HTTP://WWW.ANNLYNMOTORS.COM.AU/
WOODLEY MOTORS	NSW	HTTP://WOODLEYSVOLVO.COM.AU/
VOLVO CARS RIVERINA	NSW	HTTP://WWW.VOLVOCARSRIVERINA.COM.AU/VOLVO/
MCCARROLLS VOLVO CARS	NSW	HTTP://WWW.MCCARROLLSVOLVO.COM.AU/VOLVO/
JOHN DAVIS MOTORS	NSW	HTTP://JOHNDAVISVOLVO.COM.AU/VOLVO/
ALLAN MACKAY VOLVO	NSW	HTTP://WWW.ALLANMACKAYVOLVO.COM.AU/VOLVO/
BELLBOWRIE VOLVO	NSW	HTTP://WWW.BELLBOWRIEVOLVO.COM.AU/VOLVO/
NT AUTOGROUP	NT	HTTP://NTAUTOGROUP.COM.AU
AUSTRAL VOLVO	QLD	HTTP://WWW.AUSTRALVOLVO.COM.AU/VOLVO/
VOLVO CARS MOUNT GRAVATT	QLD	HTTP://WWW.VOLVOCARSMTGRAVATT.COM.AU/
SUNSHINE VOLVO	QLD	HTTP://WWW.SUNSHINEVOLVO.COM.AU/
VOLVO CARS SUNSHINE COAST	QLD	HTTP://WWW.VOLVOCARSSC.COM.AU/VOLVO/
VOLVO CARS TOOWOOMBA	QLD	HTTP://WWW.VOLVOCARSTOOWOOMBA.COM.AU/
MARK DODGE	QLD	HTTP://WWW.MARKDODGE.COM.AU/VOLVO.HTML
VOLVO CARS TOWNSVILLE	QLD	HTTP://WWW.VOLVOCARSTOWNSVILLE.COM.AU/
SOLITAIRE VOLVO	SA	HTTP://WWW.SOLITAIREVOLVO.COM.AU/VOLVO/
PERFORMANCE VOLVO	TAS	HTTP://WWW.PERFORMANCEAUTOMOBILES.COM.AU/INDEX.PHP
VOLVO CARS BILIA SOUTH YARRA	VIC	HTTP://WWW.BILIAVOLVO.COM.AU/VOLVO/
MELBOURNE CITY VOLVO	VIC	HTTP://WWW.MELBOURNECITYVOLVO.COM.AU/VOLVO/
SILVERSTONE VOLVO	VIC	HTTP://WWW.SILVERSTONEVOLVO.COM.AU/VOLVO/
VOLVO CARS BRIGHTON	VIC	HTTP://WWW.VOLVOCARSBRIGHTON.COM.AU/
VOLVO CARS BERWICK	VIC	HTTP://WWW.VOLVOCARSBERWICK.COM.AU/
REX GORELL VOLVO	VIC	HTTP://WWW.REXGORELLVOLVO.COM.AU/VOLVO/
VOLVO CARS PERTH	WA	HTTP://WWW.VOLVOCARSPERTH.COM.AU/



C 30