

ROLLING

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

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Front cover: Scenes from the National Rally at Warwick. Photo by Ryan Skaarup
Back cover: Doug Miller's go-anywhere 760 in Victoria's high country

Volvo Club of Victoria Noticeboard

July

Wed 5 - Night Meeting, 8PM. Guest Speaker: Ian & Margery Edwards ("Magic Lanterns"). Shannons Limited, 40 Corporate Drive, Heatherton, VIC. NOTE THIS IS OUR NEW VENUE!

Sat 29 - Club Run and visit to Puckapunyal Army Base Tank Museum. Meet at the Wallan BP, 1015 Hume Fwy, Wallan at 9 AM sharp. Setting off at approx 9:30 to voyage on to Puckapunyal Army Base Museum. Afterwards we will be moving off at 11:30 AM to head to Royal Hotel Seymour, 26 Emily St, Seymour for a country-style lunch. Note: Puckapunyal Area is a working Military Area and therefore under security control. To facilitate completion of pre-entry documentation for the base, you must contact Mark Iceton 0434 897 144 no later than Wed 26 Jul and provide the following details: car registration number, licence or ID number of everyone in the car {except children under 18 years}, name and contact phone number. All persons over 18 years of age must have a photo ID. If you don't pre-book with Mark, you could be waiting in a queue at the base entry gate for an hour for your details to be collected!

August

Wed 2 Aug - Annual General Meeting and Night Meeting, 8PM. Free pizza supper for club members from 7 PM. Election of all club officers and committee members. Put your hand up and join the committee to help run the club! We're looking for volunteers. Please contact Heino if you'd like to nominate for a position. Shannons Limited, 40 Corporate Drive, Heatherton, VIC.

Sat-Sun 5-6 Aug - Winton Festival of Speed. Volvo will be a featured marque celebrating 90 years of Volvo. We have been guaranteed that every Volvo that turns up at Winton will be given 3 parade laps of the circuit on both the Saturday and the Sunday and 3 photos of every car will be taken during the laps. Contact Heino if interested in attending - discount tickets are available.

September

Wed 6 Sep - Night Meeting, 8PM. Guest Speaker: TBA. Shannons Limited, 40 Corporate Drive, Heatherton, VIC.

Sat 2 Sep - Malmsbury CFA Car Display. The club will again have a good display of cars celebrating 90 years of Volvo, and also the 242GT/262C models. Bring your car and have a great day out, and have a picnic lunch or eat at MotoBean Cafe - great food and owned by club members! All proceeds will go to Malmsbury CFA. \$10 entry per car. See website www.malmsburycfa.com.au/show-shine/

Sun 24 Sep - Bay to Birdwood Classic - Adelaide. A number of club members from Victoria will be driving over for the weekend. If you're interested in going in the convoy, please contact Heino for meeting point and departure time. Entry cars must be built between 1956-1981, but spectators can also participate on the day. For entry forms, see www.baytobirdwood.com.au. Note entry closes on 14 August, and is limited to 1750 vehicles, so get your entry in ASAP to avoid disappointment. NOTE: Volvo will be a featured marque to celebrate 90 years of Volvo, and we will have a designated parking space at both the start and finish of the run. There will also be a get-together on the Saturday night with the South Australian club members...see the SA club section for more details.



President's prattle

FAST PACE OF LIFE

Things have been moving at a hectic pace but thankfully everything has also worked out for the better. As previously mentioned, we were made a generous offer to hold our night meetings at Shannons new HQ. Well things couldn't be better and after the initial meeting on the 3rd of May, the members present voted to make this our new home. So it is official, we will be holding our Night Meetings and Committee Meetings at 40 Corporate Drive in Heatherton from now on. We have some interesting guest speakers lined up and together with the enhanced audio visual things will be much more enjoyable. Then to make everything much more complicated we had the Winton Historics and the Oodnadatta Challenge plus a morning tea for the 1800 /120 Club members (doing part of the challenge) on the same weekend of the 27th and 28th May. With the Albury / Wodonga members all looking forward to Winton and a deathly silence coming from the organisers things weren't looking good. But at the last minute Richard Fanning called someone on the Winton organising committee and we were all go. Jenny Tanner got the guys organised and I understand there was a day long morning tea running. A few of the Volvos also got parade laps (including the 740 Hearse complete with Polestar flag). At pretty much the last hour Ryan from Shannons changed his mind and allowed all the Volvos inside the facility for the arrival of the Dutch Oodnadatta Challenge drivers on the Saturday evening. We also roped in new member Paul to do

the cooking and as you will see from the photos it turned into a mind-blowing event that exceeded all our wildest expectations. As the facility is used for the classic car auctions the lighting is designed to show the best aspects of the cars and didn't they shine. On the Sunday while some made the trip up to Winton, others gathered at Greg and Wayne's place in Musk Vale to have a morning tea with the 1800 /120 Club Members who had joined the Oodnadatta Challenge. We were also joined by many of our country members. Thank you to all who made the events successful and those who turned up to show support.

Now the good stuff, we have managed to get recognition for 90 Years of Volvo for some significant upcoming events. Firstly is the Winton Festival of Speed on the 5th and 6th of August. To celebrate the 90 Years of Volvo the VHRR have kindly offered each Volvo that turns up at Winton 3 parade laps of the circuit on both the Saturday and Sunday and 3 photos of every car will be taken during the laps. I currently have 20 passes so contact me if you are going (note if any interstate members are interested let me know). We are also organising a similar coverage for the Sandown Historics in November so stay tuned. If that isn't enough, after a quick discussion with Pauline Renner from the Bay to Birdwood organising Committee we are now a featured marque for the next Bay to Birdwood Classic on Sunday the 24th September in Adelaide. All Volvos entered will be given special

windscreen stickers that will ensure we will be lined up together at both the Start and Finish and we will also have a one page feature in the complimentary magazine of the event. I know I have raved about the event before but if you are going to do it now is the time. All Volvos built before 1981 are eligible but please note the organisers' requirements that the cars must be stock standard (no heavy or obvious modifications). The SA Club are the primary point of contact for this event if you have any questions. So some good and positive recognition that you should all enjoy.

Just a final word about the upcoming Annual General Meeting (AGM) on Wednesday the 2nd August 2017. The AGM is a time when members of the Volvo Club of Victoria Inc will be able to find out about and ask questions about the operations and finances of the Association. It is also a time to elect new committee members. A full description of the activities is listed separately but note the evening starts at 7pm with free pizzas and drinks followed by the normal night meeting and culminating with the AGM from 8pm. Please consider running for one of the committee positions.

Until next time
Heino Nowatzky

Welcome new members as at 10th June

- Brian Cormick & Susan Willis (240GL)
- Matthew Bracken (242DL)
- John King (XC70 D5 Ocean Race)
- Geoff & Dawn York (850R x2)
- Keith Rawlings (940)
- Erik Kalnins, Elisabeth Chun & Simon Madner (V70, V40, 240GL)
- Peter & Rebekah Wraith (1800E)
- Allan Elder (940)
- Alizon Gray & Simon O'Carrigan (240)
- Sam & Janine Lynch (Alfa Romeo x2, Mitsubishi Lancer)

Your membership

As of 10th June we have 313 financial members and 16 members who are un-financial, bringing our total member count to 329. 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. If you wish to pay via bank deposit, the bank details are below. \$50 general membership or \$25 student/pensioner.
Acct Name: Volvo Club of Victoria
BSB: 063 564
Acct No: 10014322

Your Membership and the Victorian Club Permit Scheme:

For those club members who have classic cars on Club Permit plates in Victoria, it is MANDATORY that your membership is paid up. 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 following Committee members can sign VicRoads Club Permit renewal forms: Heino Nowatzky, John Johnson & Greg Sievert.

Modifications to Club Permit Cars

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.

Annual Special Service Award	<p>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.</p> <p>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 offered.</p> <p>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.</p>
Treasurer's report	<p>The club's bank balance on 10th June was \$ 10,711.14. For any questions about the club's finances, please contact Rod Shearman on 0468 362 144 or email club_treasurer@yahoo.com</p>
Magazine Postage ALL CLUBS!	<p>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.</p>
Editor's note	<p>Thank you to all the clubs for their contributions to this issue. An especial thanks to Greg Sievert who co-ordinates the contents of each Rolling. A lot of attention to detail, following up of late submissions, dealing with the printers, providing a lot of the information needed for the club events and keeping the mailing lists up to date. Greg does it all. Thank you.</p>
ANNUAL GENERAL MEETING	<p>NOTICE OF ANNUAL GENERAL MEETING (AGM) OF THE VOLVO CLUB OF VICTORIA INC. (the Association)</p> <p>The details of the AGM are:</p> <ul style="list-style-type: none"> • DATE: 02 August 2017 • TIME: 8:00PM • PLACE: Shannons Board Room, 40 Corporate Drive, Heatherton, Vic 3209. <p>What is the purpose of an AGM?</p> <p>To allow our members to hear reports from the Committee on the achievements and work of the Club over the year.</p> <p>To elect the Committee for the next year.</p> <p>To make any changes to the constitution</p> <p>We are required by law to hold an AGM every year. During this AGM you will receive an Annual Report on the activities conducted during the year and a Financial Statement for the past year. We will also discuss any future direction that the Club may take.</p> <p>There are no planned changes to the constitution or membership fee increases for this AGM.</p>

Victorian club news and articles

Daylesford Morning Tea with the 1800/120 Club

By Greg Sievert

On the 28th of May, we welcomed about 25 Volvo enthusiasts from our club and the 1800/120 club to our house near Daylesford for morning tea. It was great to have a good variety of cars (12 in total) and to be able to meet some new folks as well as see the familiar faces. On the cold day, the American-style "drip coffee" seemed to go down well, although it's not one of my favourites...a big step up from the horrible instant coffee in Styrofoam cups I must say! I would have liked to make everyone a "proper" cafe-style coffee but there might have been complaints about the wait given we weren't sitting outside under sun umbrellas enjoying a balmy day. Fortunately the rain mostly held off while the cars were here on display, and we even had the sun peeking through at one stage. It wasn't conducive to walking down to the nearby Sailors Falls, but one brave soul (Gavin Janson) and his dog Pearl did check it out. The 1800/120 club members were in Melbourne as they had travelled down through the centre from Queensland to catch up with the Dutch "Oodnadatta Challenge" team in Adelaide. More on that in the 1800/120 club section for sure! For the next get-together I plan to host a BBQ in warmer weather, by which time the new shed should be up...fingers crossed!



Supporting 2017 National Heritage Motoring Day: Sunday 21 May

By Doug Miller

Over 200 classic and historic vehicles converged on the Bellarine Estate Winery at Portarlington to celebrate the AOMC (Association of Motoring Clubs – Victoria) "Cavalcade of Transport".

The Volvo Club of Victoria has strongly supported this annual event for many years. However, this year our club attendance was down, hard to understand why as the weather was good and the Bellarine Peninsula is one of those classic drive – day destinations.

There was a good mixture of European, American and Australian classics, with 6 Volvos in the mix. Club members attending were Walter & Sandra Gowans (1800E), Robert & Shirley Kaub (PV444), Peter Digby (S70) and Lance Phillips, Len Ward & Doug Miller travelling in Doug's 262C (Len and Lance each enjoyed "the accessibility and comfort" of the 262's rear seats!!). There was also a 240 Estate and 144GL as part of mixed marque club displays, including several Clubs from the Geelong Region and the Western District.

Many thanks to our Club members who attended and let's aim to better promote and display Volvos contribution to Australia's motoring heritage at this event next year.



Sweden Day Celebrations in Berwick

By Lance Phillips

Sweden Day was Tuesday 6th June and Australian Volvo Dealers celebrated with Fika [Swedish for Coffee & Cake] during the week. Sweden Day is the equivalent of Australia Day for us and is celebrated with a public holiday.

I would like to take this opportunity to thank Chris Buruma and his staff at Volvo Cars Berwick for their hospitality. We were invited to bring our "classics" down and space was made between the new cars for our cars [PV544, 240GLE, 262C & 242GT]. Some of the younger staff had not seen these models so it was a learning curve for them.

Allan Abbott, Len Ward, Doug Miller and myself enjoyed morning coffee with Chris who introduced all his staff to us. It was a great morning. We look forward to a continuing relationship with the Club.

Volvo Cars Berwick is at the gateway to Gippsland and the Mornington Peninsula and has filled a gap left when country dealers were closed. People from those areas now have a place to have their service done and buy new cars without travelling into the city areas.

As Berwick residents, we are very pleased to have a local dealer.



The Road Ahead - Vic Club Hosts International and Interstate Visitors

Doug Miller

The last weekend in May was a busy time for the Club, hosting the Dutch Oodnadatta Challenge teams and members of the Volvo 1800-120 Club Australia. See www.oodnadattachallenge.nl for more information about the 10,700 kilometre in 33 days classic car adventure in Australia

On Saturday, after enjoying a drive along the Great Ocean Road, the Dutch contingent's Volvos descended upon Shannons new Melbourne headquarters for an evening BBQ. There was a sense of anticipation from Club members as the first of the Dutch cars arrived, initially a 240, then a 120 and a Duett, and then very quickly there were 15 Challenge cars joining Club member's cars, creating a spectacular display of over 60 Volvos in the Shannons showroom.

Over 80 people were in attendance and there was lots of time to socialise, inspect the great range of Volvos on display and, importantly a great opportunity for the Challenge visitors to share experiences of their odyssey around Australia. The visitors presented the Club with an Oodnadatta Challenge grill badge and rally plate and the Club gave the visitors a carved wooden map of Australia with all the stops and driving distances covered by the Oodnadatta Challenge teams as a memento of their travels

Members of the Volvo 1800-120 Club from Queensland travelled to Adelaide via Bourke to meet up with and shadow the Dutch Oodnadatta Challenge teams' travels to Melbourne. This provided the chance for the Volvo Club of Victoria to host a catch-up morning tea on Sunday for 1800-120 Club members at Greg and Wayne's property near Daylesford.

The Victorian Club Committee thanks Club members who turned out in large numbers to make this a truly memorable weekend.



The Road Ahead - Vic Club Hosts International and Interstate Visitors



242GT and 262C Register of Australia and New Zealand

By Lance Phillips

I have been a bit remiss on Register write ups of late whilst I was having treatment but back on track now hopefully.

There have been a few things happening on the GT and Bertone scene.

The good news is that the Bay to Birdwood committee have changed the eligibility for entries allowing up to 12/81 cars to enter. This is good news as 242GTs and 262C are now in so Craig & I am hoping for a good turnout of Coupes.

After some discussion with the organisers to sort out anomalies on their web form Heino has been able to achieve Volvo a featured marque with our own parking area [90 years of Volvo] which is a bonus.

The only catch is that all cars must look "standard" as this is part of the organiser's criteria for entry for everyone and has always been that way.

There has been some activity in the market place for GTs in particular although it is difficult sometimes to know where the cars have gone once off Gumtree or Carsales.

There is a couple of 262 Coupes for sale as well currently. One should be in magazine classifieds.

On behalf of a friend of mine I arranged a GT to go the UK as 242GTs in RHD are very, very rare over there. Although initially an

expensive exercise the long-term benefits will pay off for the new owner.

This year I was able to take my 242GT to Flemington with the help of Robert Bakker as a driver for the RACV Showcase. It was great to see four 242GTs and two Bertone coupes including JJ's 780 as part of the Register family!

As usual David Caligari's 282GT attracted a lot of attention and deservedly so.

I was also happy to be a part of Shannon's Club TV with the GT.

Another interesting car is Mark Petch's 240T GPA race car which was originally a 242GT. John Bowe is currently driving it in historic racing. After the 1986 ATCC which the Volvo won and the Volvo Dealer Team disbanded the race cars were sent to Sweden where it won the 1987 Swedish Touring Car series then sold converted to LHD then over a period back to RHD. The full story is in Australian Muscle Car Magazine Issue 92.

I will think of more for next issue of Rolling. If anyone has information for me just drop me an email [lancephil@bigpond.com]

Thanks



240/260 Register



By Mark Hoffmann

Welcome to this issue's Volvo 200 Series Register Page. Firstly, an apology, as some factors have conspired to prevent me from completing the next article in my ongoing car-care series in time for this issue. I resolve to have that content in next month's magazine. Meanwhile, rather than being absent from this issue altogether, I have a quick recommendation to offer based on some quality repair work I had done this weekend.

This was prompted by a minor disaster which befell me a few days ago in the V70. I won't name and shame the retailer involved, but I needed to take the V70 in for a tyre rotation and wheel balance, and I delivered the car to the workshop as per my booking

early in the morning, handed over the keys, and sat in the waiting lounge for the car to be done. I made my customary request for no ugly "hammer-on" weights (inner stick-on only) to be applied to the outside of the alloys but it seems I'd become complacent in my precautions, as I failed to put a cloth seat protector down before surrendering the car. The job was done quickly enough and there was even no charge as I'd recently purchased the tyres there. So there was no bill shock, but the horror hit me when I opened the driver's door and saw a 10cm long deep scratch in leather of the seat base, together with some other minor damage around it and on the seat back. I summoned the manager who

himself had shifted the car in and out of the workshop, and showed him the damage. The cause? A broken and protruding metal rivet on the back of his jeans to which he owned up but didn't seem too surprised about.

To cut a long story short, I searched the internet for a local automotive leather repairer and settled on New Life Vinyl & Leather Service, for which a chap called Andrew Ward was the contact for the North West of Melbourne. I gave him a call, sent some digital pics of the damage, and he gave me his professional opinion and a couple of options on how to proceed. Andrew was willing to do the job at his property, on a public holiday no less, and with his



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pregnant wife inside preparing to give birth at any time. A day later and within three hours he was done, not only with the scratch repair but with any and all other imperfections on both front seats including some obligatory age-related cracking on the outer areas of the seat bases.

My seat colour is "sisal" which is a cream colour that's uncommon and usually only found on the 2004 S60 and V70 "Aktiv" models. I love the colour but it's obviously not as serviceable as the ubiquitous black or charcoal seat upholstery in most later Volvos, and there was also a band of slight dark discolouration on the lower driver's seat base where my black leather belt had deposited some of it's dye before I noticed what was happening and put a stop to it. I'd tried everything with leather products to remove this, all to no avail. This too was completely rectified. The seats looked for all intents and purposes completely new. The work exceeded all expectations and I was thoroughly impressed.

Andrew mentioned he does leather repairs on a lot of Volvos thanks to regular work from one of the independent Volvo specialist dealers, plus he has 30 odd years experience in

automotive leather and trim restoration. Obviously I can now recommend his work. If you require leather or other interior repairs to your car, look up <https://newliferepairs.com.au/> They deal in all manner of automotive repairs and the breadth of their services can be found on their website. Furthermore, this company services the entire Melbourne metro area with mobile technicians in all areas so it's worth a phone call for a discussion and a quote.

Changing the subject, my two best buddies Duncan CW and Darcy Rule recently got together and took some photos of their cars together in the evening light in Point Cook. Darcy's is a green 1984 760, and Duncan has the gold 1987 240. Enjoy the results of their hard work. (See page 22 - Ed.) I think I was supposed to join them in my white 1976 244, but a mysterious problem with the indicators that seems to be traceable neither to the stalk nor the flasher relay has confined that car to the garage once again. I vow within my lifetime to have all three of my cars running properly and with all electrics functioning, all at the same time...

Until next time I wish all members safe and pleasant motoring,



Grumpy: the Future of Cars

Cars have become a victim of their success! Just ask anyone who has bought a house on the outer edge of a major city and has attempted to drive to work in the central business area. In the first place they are caught in the grid-lock that occurs in the major arterial roads that lead to the CBD and then having arrived they have find a parking space in the increasingly clogged and expensive city.

Some drive to the nearest suburban train station to catch a standing room only train. Even the parking area near the station is full by 7:30 am.

We are told that the era of the self driving, autonomous car will be with us in two or three years. A self-driving Volvo is currently being tested in Adelaide.

What advantage will this be to you and me? Supposedly self-driving cars will be able to travel closely together and exactly at the speed limit. Back in the late 1940's and imaginative journalist predicted that in the future every suburban house would have a helicopter parked in the driveway and electricity generated in atomic power stations would be so cheap that there would be no need to switch off lights during the day. We are still waiting.

- The move to autonomous cars and renewable energy producing clean fuels will work best where synergies can be maximized with evolving social & technological changes like; home based work, changes to personal mobility not just linked to cars/trucks. The role IT will play in social/system

connectivity and, changing (more intensive) forms of residential land use in major cities.

Fully automated driverless suburban trains are present in many World cities (e.g. Vancouver's Sky Train is one of the largest with 80kms of track and 53 stations) and autonomous vehicles, trucks and plant are progressively being introduced in the mining industry. The economics of functional efficiency is a driver for such systems and similar economic drivers will be applied to the introduction of autonomous cars, in addition to social & technological changes described above.

Grumpy has hauled out his cracked and very dusty crystal ball and made a stab in the dark into the future.

Oil and petrol are a non-renewal resource and jet fuel will be reserved for air-craft which means that the car of the future will be driven by electricity or hydrogen fuel cells. The car produced by Tesla now has a range of 400 kilometres on a single charge in its batteries.

In the future it may not be necessary to own a car. To travel to the CBD a person will use an e-phone or similar gadget to call up a self-drive car to their front door to be driven to the city and pay with a Uber type app to their credit-card. Or even cheaper be driven to the nearest suburban railway-station where fast self-driven trains arriving every 8/10 minutes will whisk him/her to their destination.

These public cars will be serviced, cleaned and recharged at

strategically placed depots and will greatly reduce the need for multi-story parking stations

Self-driving cars will still have normal controls as with present passenger air-craft, Arriving at the destination the auto-pilot is turned off and the flight-path at the air-port guides the plane to the run-way.

Cargo ships are currently being built to be autonomous [that is to operate without a crew]. The port of Rotterdam in Holland is starting to experiment with a digital transition and automating elements such as port co-ordination and planning. This new technology may soon be running complete system-to-system information changes with incoming ships bypassing humans completely.

here are foreseeable benefits linked to; reduced costs to a countries health system through less road fatalities and injuries (zero fatalities?), environmental benefits – working towards compliance with the United Nations Paris Agreement to combat climate change and adapt to its effects and, economic benefits & potential vehicle industry rationalization.

Traditionally Australia is seen as an "early adapter" to new technology, whereas other markets are slow to adapt for a social, economic and political factors. Recent fluctuating and lower oil prices could frustrate introduction of EVs and autonomous vehicles in price sensitive markets such as the USA.

There are many complications



when and if self-driving autonomous cars take over our roads; think of the great loss of income from traffic fines of some \$400 million for our state governments when cars adhere completely to speed limits and comply with red lights. Then what if there are no parking fines for suburban councils? What if most parking meter spaces remain idle as self-driving cars park themselves in empty streets? Now think of the large parking areas at our international air-ports – what will happen if they are empty?

There is the possibility that our classics and even modern classics will be deemed as inappropriate for general road use” in the future. This foreshadows the potential for government programs for either voluntary or compulsory scrapping older vehicles (less safe, less clean emissions and, sometimes poorly maintained) as has occurred in China – a whole new, but related topic.

Of course our governments will find ways to raise the money lost. But how? By raising the tax on petrol.....oops! Everyone is using electric cars! Maybe they will double the licence fee for cars – but that will be difficult if there are fewer cars on the road. Raise the tax on cigarettes.....but fewer people are smoking.

Self-driving car strategy

Posted on March 9, 2017 by Dr. Alexander Hars

The auto industry increasingly recognizes the threats and opportunities associated with self-driving cars.

1) Time: lack of urgency

Although the competition in autonomous car technology has heated up considerably over the last 2 years, most industry experts continue to expect a slow adoption curve which could easily span two to three decades. Unfortunately there will be much faster than traditional adoption rates of new technologies in the auto industry. A key accelerator is the enormous net benefit of the technology not just in terms of safety but also as increase of available personal time, competitive position (for companies and countries) and a significant decrease of costs (labour, fuel, insurance, capital). As a consequence there is much less time to formulate a sound strategy for self-driving cars.

2) Shared auto industry perspective clouds impact analysis

Shared convictions and experiences make it much more difficult for the industry to think through fundamental, deep, disruptive changes in the architecture of mobility. Whether it is the joy of driving, the importance of brand for the consumer, the assessment of the legislative and regulatory environment, the consumer's propensity to use shared self-driving mobility services or the likely business models, industry insiders tend to reinforce a perspective on the impact of self-driving cars that remains much too close to the current model, experiences and structure.

3) Lack of understanding for self-driving car business models

For many years, the auto industry has recognized a trend towards shared mobility services. Automakers understand that self-driving fleets will accelerate this trend. But they seem to spend very little effort to think through the dynamics of this market , the way that shared mobility services will

operate and compete, the regulatory environment that will emerge around fleet organisations, the differences between urban and long distance shared self-driving mobility services or the cost structure, maintenance strategy and model mix for such services.

In addition, there are many other business models besides shared fleets which may provide opportunities related to self-driving car technology which established players need to carefully consider, evaluate and prioritize.

4) Relationship between electric vehicles and self-driving cars not understood

In parallel to the self-driving car phenomenon the auto industry is involved in the switch towards alternative propulsion modes. But the relationship between self-driving car technology and alternative fuels is widely overlooked: Because self-driving cars will change mobility patterns and self-driving fleet vehicles will be able to refuel autonomously, the context for the adoption of alternative fuels changes dramatically. Battery range will become much less important; rather than optimizing cars for maximum range they will be optimized for an optimal range with respect to the mobility pattern which they are used for. When fleets carry a larger share of traffic the dimensioning of an adequate charging infrastructure becomes much easier and much more economically viable. Thus autonomous vehicle technology will serve as an accelerator for the introduction of electric and alternative fuel vehicles. [end of Dr. Alexander Hars's article]

So there you have it the times are a-changing and probably much faster than any of us could dream of ...



I wonder if you will agree with my interpretation of the following facts.

It is becoming increasingly difficult to buy replacement parts for Volvos that are more than 15 years old. For example, an early S80 requires 4 O2 sensors when they fail. They're about \$500 each! It is now impossible to buy a brake master cylinder for early 850 Turbos. For some applications, you are unable to buy the individual item that is worn or broken, and you must purchase the whole assembly if needed at huge cost.

And yet, for the classic Volvos, i.e. the 1800s and 120s, parts are abundantly available. Body panels, full engine rebuild kits, just about anything I need.

Conclusion? The manufacturer does not want these "older" cars on the road. Scrap 'em. Bin 'em. They weren't that good anyway. But we love the

classics.

And like a beacon of light shines the 240. Rings ,bearings. No problem. Gaskets, seals - sure. So far the only parts that I have found that are NLA are the liner seals for B27/28 motors - but I can buy them from DeLorean if I really need them.

So what is this telling me? Volvo itself thinks the 240 is awesome and wants them to keep going! In the 70s and 80s they were advertised as having an "average" life expectancy of 17.8 years. Truth in advertising?

I have seen some early 200s advertised for sale of late. These cars are now well over 40 years old.

Please, if you have one (or even several), keep them going!



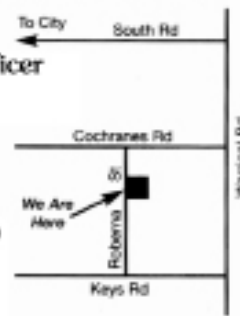
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SOUTH AUSTRALIAN CLUB NEWS



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HELLO FROM ADELAIDE

Hello all, here in SA the cold snap is in full swing. An update of the goings on locally.

The Oodnadatta visitors have come and as I write this they are heading home. Wow, what a great group of people and lovely cars. Our BBQ dinner went exceptionally well, lots of glowing reports have come back to me already. A special thanks to Solitaire Volvo for providing two new cars for us to drool over, and their parts department for assisting with some goodies to give our visitors.

Can I also say a very big thankyou to all involved with organising the big get together. I was really heartened by the club's team work from set up through to pack up of the event, even some Queensland guys pitching in whilst popping past to make sure we were under control. Once again thanks all, it was a night to remember.

We can now turn our attention to the 2021 National Rally.....stay tuned.

The Queensland crew also made the journey to meet up with the Oodnadatta guys, was great to see them and their cars (and Pearl). The meal we had in the city was a really great night to catch up with old friends and to make some new friends.

What worked nicely, was we had the entire restaurant to ourselves, so it became a very private, enjoyable meal in a great environment on a chilly Monday evening.

We have had the 'Shitbox Rally' leave from Adelaide and head to Cairns via the Oodnadatta track, our local car "Swede-dreams" made it there with little issue. However not all Volvos made it, one snapping a diff and another destroying a sump, but more of that to follow in future Rolling Australia magazine editions.

Altogether, for all Australian Volvo Clubs, May was a massive month. Events which have been prepared for over a long period of time, have come together, played out, and are now memories to reflect on over the winter and for years to come, I'm sure.

Until next time,
Amazons for life
Chris



EVENTS CALENDAR

JULY 14th Friday : Annual General Meeting

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

Please come and pay your next year's fees, get your log book endorsed, and provide input into the club.

JULY 16th Sunday : Auto Memorabilia Collection

9:30am - Gill Tce carpark (next to Tollgate).

Viewing of large private collection at Blakiston, then on to Johnston Memorial Park, Balhannah for a late lunch (food available from Balhannah Bakery or BYO).

It's very fortunate for the Club to have this opportunity, so a good show of members would be appreciated. Please RSVP to Chris by July 7th.

AUGUST : Event to be advised

Keep an eye on emails from Chris.

AUGUST 27th Sunday : Mallala Motorsport Park

The next "Come N Try" is scheduled for Sunday August 27th - if you maybe will want to run, please register your interest now with Jim Emmett (M) 0428 221 154

SEPT 8th Friday : General Meeting.

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

Chicken 'n' Chips night. RVSP required.

SEPT 23rd Saturday : Pre Bay to Birdwood Dinner

6:00pm onwards - venue to be advised.

Come welcome our interstate visitors & catch up prior to Sunday big event, more information soon.

SEPT 24th Sunday : Bay to Birdwood Classic!

Open to classics of all types built between 1956 and 1981. Entries are open and filling fast. Online entry at baytobirdwood.com.au

Volvo will be a featured marque at this year's event celebrating 90 years of Volvo. Volvo cars will be displayed together at Birdwood (If you enter a non-Volvo - you will NOT be parked together with all the Volvo's). All cars to form up nose to tail prior to arrival at Birdwood, to assist with parking us upon entry.

Also if you wish to ride along as a passenger please let Chris know and we can find a seat for you.



NOTE: New eligibility date - up to Dec '81.

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.

OODNADATTA *Challenge*



Oodnadatta Challenge BBQ
– Adelaide, SA –
25th May 2017





OODNADATTA *Challenge*



Oodnadatta Challenge BBQ
– Adelaide, SA –

Photos by Symon, Chris & Craig

SA Volvos in Motorsport Review

Experiences of a "Come and Trier" on a track day at Mallala Motorsport Park run by the Marque Sports Car Assn (SA)



I was lucky enough to get an opportunity to drive my 'race-bred' 850 T-5R around Mallala racetrack recently as part of a 'Come and Try' day. My only previous track experience was 5 laps of the Nurburgring in a clapped out T-5R wagon full of camping gear a few years ago so I was keen to do it again. It's a great way to get to try your car out on a track and consists of class-room education sessions, supervised track laps and then a nice opportunity to put all the learned knowledge into practice with plenty of free laps to give it a Fang...and all for \$120. The drivers and cars on the day were a mixed bunch ranging from a very tall 16 year old (who not only fitted his Grandfather's race suit well but the cockpit of the historic open-wheeler he was to drive on the day (sadly it didn't pass inspection so he drove the tow-vehicle instead) to several in their seventies in anything from modified road cars to family saloons.

I'd done little to prepare the T-5R apart from make a specific music CD however I couldn't get my cochlear implants inside my borrowed helmet so I ended up driving deaf. My instructor adapted perfectly to our handicap with hand signals and dashboard taps so the CD was a wasted effort. Just to make things harder for us there was a huge downpour of rain just prior to our first track venture which further tested our new skills (but the ones who performed track waltzes seemed to have the biggest grins too) I found it almost impossible to get the power down in the wet without spinning and the sound of the 5-pot over-revving on spinning tyres in third down the straights brought a giggle to many a Track Marshall well aware of the abilities of a FWD on road tyres on a wet track.

Education session 2 was all about discussing mistakes and learning from them. My instructor was happy with my performance despite me being the only driver flagged for overtaking on a corner - I thought it was between corners and my disability excused me :-)) but we had several learning points for the next track session mainly about hand position/steering and gear choice. Thankfully the rain ceased and the track dried so we could more aggressively use the marked by cone entry and exit points of each of the track's corners. The dry allowed me to use the car a little closer to its ability, and it was an absolute pleasure to be able to drive it like that and feel totally safe doing so. The dashboard took a bit of a passenger hammering at times though which I learned later was less of a fear of stopping in time and more of getting a better line for accelerating out of the corner in FWD! I was second quickest of all the cars in this session with only a beast HSV able to extract more from the track.



Education session 3 was about putting all of it together so that the drivers could be trusted to go out and do it solo for the final shoot out. It was time for the instructors to stand on the hill and watch their pupils perform. Safety with fun is the focus but there will always be competitiveness too and another heavy shower came to test our chance to shine. I had a couple of spins early (including a 720 coming off the finishing straight ... well, two 360's with an aborted attempt to show off in the middle) but as the track dried I managed to get my track times down to what is considered a very respectable level.

We finished off by learning the many ways to further become involved in motorsport and by sharing our stories from the day....everyone had a story of course :-). I must thank Jim Emmett from Volvo Car Club of SA for his efforts to help me into motorsport and his support and enthusiasm on the day. I couldn't have done it without him.

Regards, Jack Graham - 1995 Volvo T5R

The next "Come N Try" day is scheduled for Sunday August 27th.

If you maybe will want to run, please register your interest now with Jim Emmett on (M) 0428 221 154.



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Mallala (SA) 9th May – Peter Hall 6 Hour Regularity - Jim Emmett : Volvo 240T



I entered my white flathood 240T replica in the annual Peter Hall Memorial 6 Hour Regularity event and got a spot in the second 4 car mixed team from the Sprite Club (Vic). It was an excellent day with a 27 team turnout with quite a few coming over from interstate. Even with 27 cars on the track at once, I didn't find the traffic too bad. Unfortunately, I had nominated too slow a time and struggled to keep down to it. Lesson learnt for next time. Sorry to my team members as faster laps don't get counted. The car went like the clappers and I am told sounded both superb and distinctive. After my first stint, I split a radiator tube and parked it so as not to risk the engine. Pity I was the only Volvo in about 135 cars, so I am keen to get some more of us entered for next year. I am also keen to join any Volvo team running similar events interstate.

Collingrove Hillclimb (SA) 4th June – Michael Bennett : S60 Polestar & 'Flashh' Gordon : S60 T6



It was quite a treat to watch not one but two S60s at the Collingrove Hill Climb held in the Barossa Valley (SA). The guys really impressed and drove excellently. Collingrove is an old style hill climb, with bitumen not much wider than the car, tight and twisty and seriously up and down. A very challenging course in a car with substantially more power than those around when it was first built in 1952.

Flashh's best time was 36.25 secs and Michael on his first outing with tyres not ideal for the short sharp runs was out hunting with a 36.85. These are seriously good times for luxury road cars. On the last run, Flashh was really pushing things and giving the spectators something to watch. Both cars were certainly noticed. All good for the Volvo name :-).

Every time I have been with the Volvos trackside, I can't help but notice how much attention they get and how watched they are. So come on guys, let's get more INVOLVOed !

Regards **Jim Emmett (Mobile 0428 221 154)**

More from the Victorian club

Duncan CW and Darcy Rule recently got together and took some photos of their cars in the evening light in Point Cook. Darcy's is the green 1984 760, and Duncan has the gold 1987 240.



More imagineering from Dion

A C80 RSR GTS V8 TD AWD and the answer to every farmer's prayer, an XC90 UTE T8.



And talking of life in the country

Seven Volvo XC60s have been added to the current fleet of vehicles for the NSW Traffic & Highway Patrol Command. Acting Commander of the Traffic & Highway Patrol Command, Assistant Commissioner Michael Corboy said:

"Today I am excited to be unveiling the new Volvo XC60. Seven new Volvos, will be added to our fleet and will be used to police rural areas. ..The new vehicles were chosen and fitted out in order to access and police off-road areas where a sedan may have difficulties."



Sunshine State Volvo Club



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Welcome to our new members

Jason Huggins
Patrik Persson
Jeff Smith
Deborah Smith
Steven Phelan

Total Membership

84

A Note From Our President

Wow. It is now almost 6 weeks since the National Rally and things have finally settled down. The enormity of organising such an event should never be underestimated. I want to personally thank everyone in the Ssvc committee and those club members who made time in their lives to help put together an event that we should all be proud of. The feedback received during and after the event has been overwhelmingly positive, of course there are lessons to be learned but overall it was an amazing event, extremely well organised and run. I cannot thank you all enough.

To all those that came along, thank you for contributing too, a rally would not be a rally without you.

Thanks to the clubs for their contributions

Volvo Club of Victoria
Volvo Car Club of NSW
Volvo Car Club of South Australia
Volvo 1800/120 Club Australia
Sunshine State Volvo Club

We could not have run this without the support of our sponsors.

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and of course, our single biggest supporter
Volvo Cars Australia

We are still able to supply memorabilia if you want some but missed out, please see our website for details.

I was very proud of the way our club represented itself and the number of trophies we got to keep in our state. I really must

congratulate Peer Skaarup on cleaning up the day, his Wagon is magnificent and deserves every accolade.

As announced at the event, the next rally will be hosted by the 1800-120 Club and will be held in Tamworth over Easter 2019, this is the 30th anniversary of the first Rally also hosted by the club in Tamworth. I encourage everyone to do their best to attend, you have almost 2 years notice :)

Now back to normal business, we have a bunch of events coming up so please keep an eye on the website and your inbox for information.

Catch you next time.

Cheers

Rob Eldridge
President



Membership News

Estelle is currently on a deserved holiday after her efforts at the rally.

In her absence annual renewals are being prepared, these should arrive in your mailbox in early July.

The 2017 AGM will be held at the start of September, we are always interested in nominations from club members to be a part of the committee. Nomination forms will be mailed out soon. If you have any questions about the specifics of any role within the club, feel free to contact me.

We also welcome 5 new members bringing us to 84

Rob Eldridge

SSVC Events Calendar

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

July	9	RACQ Motorfest More details to follow shortly For more information see our website, facebook or contact Jared
	29—30	Coates Hire Ipswich 300 at Qld Raceway, Willowbank Volvo may not be represented on the track but we certainly can in the paddock. We are currently organising a group display similar to previous years. Look out for details. For more information see our website, facebook or contact Jared
August	5	SSVC Show and Shine at GLT Car Centre One of the best days of the year For more information see our website, facebook or contact Jared
	13	Shannons Sydney Classic at Sydney Motorsport Park One of Australias biggest Automotive gatherings, with almost 2000 cars on display from 150 different clubs This is a SSVC supported event , please contact the NSW club if you would like further information.
	20	Leyburn Sprints at Leyburn One of the best Street sprints to watch, in the lovely town of Leyburn For more information see our website, facebook or contact Jared
September	2	2017 SSVC AGM Information will be mailed out in July, please contact Rob Ansell or Rob Eldridge for any further information
	10	Go Karting Round 2 at Xtreme Karts Social Day without the cars.. all welcome. For more information see our website, facebook or contact Jared.
October	7—8	OZ VOLVO National Meet 2017 at Benalla, Victoria This is a SSVC supported event, please see ozvolvo.org for further information or to register

+ More

visit ssvc.org.au/events



Byron Bay Coffee Run

As the sun rose in the east, a few of us gather at a little coffee shop in the heart of Tingalpa. Retro Expresso has been a regular go to coffee for early mornings for some time and I felt it was time to share that with the club.

Off we go at the crack of 8.30 and down the M1. After an hour and a half we crossed the border and pulled into the BP Service centre at Chindarah for more coffee as well as donuts and to meet with a few more members. Before long it was time to depart, coffee still in hand and keep on the Pacific Hwy.

Arriving into Byron Bay just after 11 am we ventured through the centre of town and continued onto the point. Here we found ourselves scattering to find a park before meeting up at our destination, The Pass Cafe.

The Pass Cafe offer some amazing views and is just off the main beach as well as just down the road from the famous Byron Bay light house. It has an amazing menu, covering all diets and delights. Our group wasted no time in ordering lunch and continuing our conversations from the morning. Following lunch, we all said our goodbyes and made our way back home. Very fun little day out.

Jared Wilson

Macs Bridge 2017

On Sunday, May 28, the SSVC put on a club display at the annual Macs Bridge event at the Belmont Rifle Range. Macs Bridge, formally known as Maclean's Bridge was started many years ago at Maclean's Bridge. When the event out grew that venue it was moved from venue to venue before settling in at the Belmont Rifle Range. Macs Bridge attracts close to 400 cars from different car makes and clubs from all over south east Queensland.

Our club, taking part in the event for the 2nd time was allocated 10 spots and were joined in force by representatives from the 1800/120 club. We ended up with 11 cars from the SSVC including my dads S70 that left early in the day. The cars that did represent the SSVC were; Peer and Ryan Skaarup, 122 Wagon, Rob Eldridge, 164E, Johan Aghardh, 245L, Rod and Clayton Wilson, 242GT, Noel Gwynne, 262C, Jeremy Fenton, 240GL, Rick Deloub, 850R, Mike Beamish, C70, Stef and Dawn Claes, V70, Jared Wilson, 242GT.

Our club looked great with the new banner in place and Volvo flag waving high. Sadly the Grand Prix Mazda sponsored best club display did not go to a Volvo club this year. That award strongly went to the Grand Prix Mazdo MX5 Club, congrats!!

All in all it was a great day and I truly believe the club looked spectacular. Thank you to our members who came out and shined their babies up again just 2 weeks after rally.

Jared Wilson



VCOA National Rally 2017

There was movement at the Wilson's
For we had to get around
How to get five Volvos to Warwick
Which was 200km south-west bound.

The 'Baz' was already there, taken down two weeks before
So that only left 'Tilda', 'Tove', 'Benny', and 'The Rat', the other four
Three left from Brisbane and one from Marburg, out west
To form a convoy into Warwick to compete to be the best.

'The Rat' and 'Benny' both scored a Gong
With those from far and wide, who also came along
A fantastic weekend full of Volvo love, which got us in a fix
We took five Volvos to the Rally, but somehow bought home six.
(Thank you AB Patterson & "The Man").

Friday, Arrival and Registration.

Our little convoy rolled into the Warwick Motor Inn, our home for the next three nights, a little after midday. Claire drove 'Tilda' (S70), Jared drove 'Tove' (850T5 pronounced tu-va, feminine version of Thor) and I drove 'Bjorn', aka 'The Rat'. That car certainly attracts attention. One roadside maintenance worker almost did a 'Linda Blair', trying to get a good look at 'The Rat' as it passed by; very amusing.

We were initially greeted by some of those who had arrived earlier and, after registration and during the course of unpacking the cars and setting up "home" for the next couple of days, I think we caught up with everyone else. The important things, like cleaning gear, tools and spare parts were all checked and safely stored before the other 'life' necessities (clothes etc) were taken care of. Then it was time for a coffee or a beer and a chat with the neighbours. Before we knew it, it was time to get ready for 'The Rodeo'.

The Australian Rodeo Museum was the perfect venue for the 'meet and greet', the first and opening function of the Volvo Clubs of Australia 2017 National Rally. The evening was more about catching up with old friends, making new friends, enjoying a couple of drinks and nibbles and being entertained by something a little different from the 'norm'. The younger members of the Museum certainly put on a very good demonstration of calf and bull riding, for all to enjoy. The same could not be said for a certain Club President, who was overshadowed by the ladies, when it came to (dummy) calf roping. I think Dave Miller required a change of "Kimbies" after being charged, and stared down, by a rather large bull. Luckily there was a sturdy steel fence in between them. Any non-shaky photos Dave?

Saturday, Activity Day.

Most everyone was up bright (?) and early to partake of one of the three tours on offer. My report on the Stanthorpe Tour, "Red Red Wine" appears elsewhere in these pages but I will endeavour to anecdotally summarize the other two. The Allora and Killarney Tours both started with a Barbeque Breakfast, put on by the brethren of the Cunningham Freemasons Lodge who, besides cooking everyone a delicious breakfast, were more than happy to show those who were interested around their historic building and answer any questions relating to it, or Freemasonry in general.

A massive "Thank You" to their Worshipful Master, Iain Cutmore, and the Brethren of Lodge Cunningham. The Allora Tour took in the "Mary Poppins" house, the home of Helen Goff, aka author P. L. Travers who, under that pseudonym, wrote the much loved children's book. I know, from firsthand conversations, that Matt Williams, Stu Oldfield and Patrick Slattery, from the NSW club, and their respective families were mightily impressed by this historic dwelling. Glengallan Homestead, a little closer to Warwick, was another feature of this tour. For Estelle Dempster, the Killarney Falls and District Tour was "a little trip down memory lane". Estelle grew up in this region and, from all reports, provided an insider's knowledge and 'flavour' to the participants of the tour. Everyone I spoke to, conveyed positive feedback in this regard and most mentioned their enjoyment of the 'pub lunch' at the end.





Saturday evening was left free for everyone to explore Warwick and its culinary and entertainment attractions. A large group, comprising the Hyblers, the Tofts, the Raes, the Eldridges, the Ansell, the Clancys and many more, descended on the Criterion Hotel in search of sustenance and hydration, in other words, grub & grog. The younger and more 'adventurous' of this group stayed on for the 'live' (?) entertainment. Let's just say, lots of hydration was consumed, a pool table was safely secured and nobody will dare mention the 'Eagle Rock', ever again. Claire and I walked, from there, to the local RSL and its pokies, where Claire believes that she is always lucky??? Suffice to say, we both left with our pockets a little heavier. That made our long walk, back to Warwick Motor Inn (considering our age and physical condition) a tad easier to endure.

I'm not sure what everyone else got up to on Saturday evening, but no doubt, there will be stories??

Sunday, Show Day.

There was a noticeable problem with water pressure in Warwick during the early hours of Sunday morning. Could it have been caused by 80 or so Volvos being washed, simultaneously, in preparation for the 'BIG Show'? Nah, perish the thought.

On arrival at Leslie Park, which was the perfect venue for the occasion, photos were taken and we were assigned to our model category area. Our treasures displayed, it was time for a last wipe over and polish before the action (judging) started. Every Volvo on display, except for a couple (Jared, I'm looking at you here) was a credit to its manufacturer, in general, and to its current owner, in particular. From a Volvo enthusiast's perspective, there was 'eye candy' everywhere you wished to look. Even the 'locals' showed a keen interest in the vehicles on display and were an endless source of admiration and questions. It sounds clichéd but the Volvo Marque was the winner on the day.

The Abbey of the Roses provided an alternative event, for the Ladies and the odd gentleman or six, who sought a little respite from all the 'Volvo Love' of the Sunday display. Claire assured me that I missed something very special (really??). The morning tea of coffee or tea, scones, jam and cream was enjoyed by all and, as a memento, everyone received a bookmark, specially crafted to remember the occasion.

Back to Leslie Park. I would just like to highlight some of the cars that caught my appreciative eye. First and foremost, Peer Skaarup's spectacular 120 wagon; a true work of art. Pat Slattery's faultless 850 T-5R. Peter Wood's historic Bathurst 242GT. Rob Bakker's incredible 240. Stef Clae's blue 'Memphis' V70T5, James Ducker's 'mintwagon' and, of course, that other 'pretty nice' 242GT. There were just too many worthy contenders to name them all.



Sunday, Presentation Dinner.

"Put your glad rags on and join me hon" say the words of Bill Haley's song "Rock Around the Clock" which seems appropriate to the finery on display at the VCOA Presentation Dinner. These Volvo people do 'scrub up' pretty well, I must say! The food was great, the drinks were cold and mostly 'on the tab' and the entertainment, well 'different' at times. I don't think anyone expected LEGO to be part of the night's events. A big vote of thanks must go to Ben Pforr, who kept the kids occupied during the day and the adults confused and amused during the dinner.

And the winners were...

Most deservedly, Peer and Maida Skaarup, with five awards, including 'Best In Show' and 'People's Choice'.

I'm pretty sure a full list of winners will appear elsewhere in these pages but I would just like to highlight a couple of other awards won by members of the Sunshine State Volvo Club.

Our Club President won 'Best Modified' with his C70 AWD Coupe, a remarkable piece of engineering. Our Secretary, Rob Ansell won 'Best Modern 2000 to 2009' with his flawless red C30T5 R Design. Michael Bennett's Volv of Adelaide sponsored 'Best Original Faded Paint' award went to 'The Rat'. A special mention must go to Rick DeLoub for winning the 'Best Interior' trophy for his immaculate 850R. Last, but not least, to Ryan and Graham Clough for taking home an award for their spectacular 960GLE.

At the end of the day, everyone is a winner and should be proud of the time and effort, which we all know, goes into the building and presentation of our much loved Volvos.

In conclusion, we should all express a very heart-felt thanks, on a well organised and very enjoyable event. To Rob E, Jared, Estelle, Rob A, Jay and Travis, as well as all who helped, in any way, you have our eternal gratitude for a job well done. And to our many sponsors and supporters, thank you does not seem enough.

Thank you all, once again.

Rod and Claire Wilson.





Award	Winner	Car	Sponsored By
1800 - Winner	Fernando Lecuna	White 1800	CZZ686 Voldat
1800 - Runner Up	Paul Sholz	Gold 1800E	S11156 Voldat
120 - Winner	Peer Skaarup	Grey 122 Wagon	S12831 Volvo Car Club of South Australia
120 - Runner Up	Terry Carey	Red 122S	VOL69 Volvo Car Club of South Australia
140/160 - Winner	Neil Summerson	White 142S	VGT71 GLT Car Centre
140/160 - Runner Up	Bernard Northey	142S	55521-H GLT Car Centre
240/260 - Winner	Robert Bakker	Blue 240 sedan	OGL240 Berry Motor Group
240/260 - Runner Up	Andrew and Louise Vasta	White 240 sedan	AJV68 Berry Motor Group
242/262 - Winner	Clayton and Rod Wilson	242GT	VGT242 Volv of Adelaide
242/262 - Runner Up	Ron Deering	Gold 262C	751WMM Volv of Adelaide
300/400/S-V40	Ryan Skaarup	Silver V40	QRS92Y Volvo Car Club of NSW
700/900/S-V90 - Winner	Ryan and Graeme Clough	White 960GLE	790DMI Volvo Club of Victoria
700/900/S-V90 - Runner Up	Alan Milligan	Blue 740 Sedan	OYJ020 Volvo Club of Victoria
850/S-V-C70 - Winner	Patrick Slattery	Yellow 850 T-5R	BV44PW VP Tuning
850/S-V-C70 - Runner Up	Rick Deloub	Green 850R Sedan	705DJY VP Tuning
Modern 2000 - 2009	Rob Ansell	Red C30	448THA Volv of Adelaide
Modern 2010 -	Matt Williams	Rebel Blue S60 Polestar	DKP14M Volv of Adelaide
Best Engine Bay	Robert Bakker	Blue 240 Sedan	OGL240 GLT Car Centre
Best Faded Original Paint	Jared Wilson	'The Rat' 242GT	RAT242 Michael Bennett
Best Exterior	Paul Sholz	Gold 1800E	S11156 Detail Central
Best Interior	Rick Deloub	Green 850R Sedan	705DJY Detail Central
Honorary Defect	Peter Woods, Kris VanderBorgh	242GT Racecar	SVM222 OZ VOLVO
Best Restored	Peer Skaarup	Grey 122 Wagon	S12831 Volvo Club of Victoria
Best Survivor	John Dempster	Yellow 244 Sedan	743NJL Shannons
Best Modified	Rob Eldridge	Silver C70 Coupe	808LIS DVS Performance Parts
Highly Commended	James Clancy	Green 850T-5R Estate	923WTJ SSVC
Peoples Choice	Peer Skaarup	Grey 122 Wagon	S12831 SSVC
Judges Joice	Patrick Slattery	Yellow 850 T-5R	BV44PW SSVC
Best Show	Peer Skaarup	Grey 122 Wagon	S12831 Volvo Cars Mt Gravatt



"RED RED WINE" The VCOA National Rally Wine Tour



Dateline: Warwick, Qld. 6th May 2017, 9.00 am.

Twenty four intrepid souls and amateur wino's (sorry, 'wine-buffs?') stood waiting in the morning chill to board a bus, which would take them to the fabled grape regions of Stanthorpe, and oblivion!

The half hour journey was punctuated with some historical information and anecdotes, of the region, from our well versed and very friendly bus driver, Tony, who's local knowledge of all things Stanthorpe and wine added to everyone's enjoyment. During the course of the day we visited, and sampled the wares of five wineries, a cheese and olive producer and a jam maker. For once, Volvos were not the only thing on everyone's mind. Morning and afternoon tea, enjoyed at different wineries, and a delicious lunch, prepared and served by the students at the Stanthorpe TAFE College, were all part of the day's many pleasures.

Taking into consideration the amount of wine, cheese and jam that was purchased throughout the day, I would hazard a guess that the tour was an overwhelming success. Ted Warner certainly showed more ability with a wine glass than he did, trying to rope a dummy calf. By the end of the day, I believe, the only one who was not a little 'tiddly' was Tony, the bus driver (I hope)?

The return trip to Warwick was a little quieter and, I'm sure, I heard the odd snore here and there, along the way. Great company, good wine and food and pleasureable surroundings; what more could you ask for? I'm pretty certain that each of our intrepid group would have 'tour stories' to tell, but remember "what happens on tour, stays on tour"! Know what I mean?

Rod Wilson

LETTER TO THE EDITOR

Dear ~~idiot~~ Eddytor,

I bean drivin volvas for nearly 40 yeers now and reely luv them. It is a beeg station wagon and I carry round my racin pigeons! I bean racin pigeons for 50 yeers and one day I will beet one!

My volva is tuff - built like a brick ~~sh~~ outhouse - I did have a heed-on smash with anudder vehickel one day. That Army tank was a right-off when my ol car went all Hulk on them but I jus drove away.

I was down in Brizzy visiting my cuzin. Boy they got a small place. I sayd to him 'I kin drive all day an all nite and still be only half way cross my land'. My cuzin sayd back 'Yep, I used to own a volva too'.

I reed your ~~newle magaz~~ 'Rolling'. I like that car Baz even thou it is bearly run in. I like that ol owner, Matt, alsa. He looks jus like my wife an lotz of my cuzins. I alsa reed about that pretty volva hittin that tiney southerner wombat. Crickey, wun day I hit a 4 metre salty and now tha family all has croc skín bags.

I had a problem with my volva but it fixt now. It was ~~pis~~ leekin out oil sew I fill it til I ceed the oil in the filler. Stil leek oil but stil not run out yet. Blows bit of smoke thou.

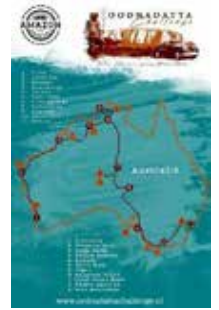
Will writ agin when I git time with my 13 chilrun. My wife is not mum to all of them but don tell her - she don know!

Yours sincerely,
Arthur Donga
Old Donga Road,
Dead Donga Creek
Via Blackbutt Qld

Adventures with Ron

The Oodnadatta Challenge - Part 2

Thirteen Volvo's (12 from Holland and 1 from Australia), departed Perth on 3rd May, 2017 to undertake Amazon Adventures Oodnadatta Challenge. The group comprised five Amazons, one Duett, one PV 544, four 240 wagons and two 240 sedans.



Roll-call in Perth

The Pinnacles – our first taste of WA Sand

WA have enjoyed a particularly good wet season, and green hills and full waterholes abounded. While the excellent wet season has meant fewer kangaroos on the roads to contend with, the cattle have well and truly made up for it.



Roebuck Beach, Broome

Coralk Bay glass bottom boat

Volvo photo call at Gantheaume Point, Broome

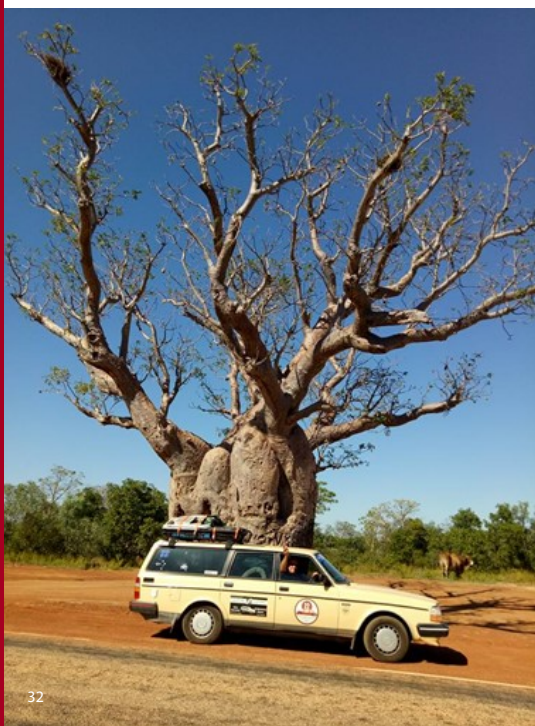




There was plenty of roadside whimsy to keep us entertained on the long drives, and the roadhouses also added plenty of colour.



The 400km of dirt road into and out of Oodnadatta proved a challenge, with three cars shredding tyres and one dropping a muffler.



There were always plenty of photo opportunities with great Australian icons.





Craig Rassmussen's Shed—Adelaide



Volvo Club of Victoria also welcomed the tour

A group of 1800/120 Car Club members joined the group for the run from Adelaide to Melbourne, while both the Volvo Clubs of South Australia and Victoria put on a welcome BBQ for trip members.



The Great Ocean Road was truly spectacular, as was the visit to the Nation's Capital.

The run into Sydney was via the Blue Mountains



On 31st May, 2017, the Oodnadatta Challenge concluded in Sydney, having clocked over 12,000kms.

While travelling this vast country is an awesome experience in itself, to have the opportunity to undertake this wonderful adventure in a classic car with a group of car enthusiasts made it all the more memorable.

In all, we covered 20, 247kms by the time we returned to Toowoomba.



Bill and Elisabeth Shepherd, and 'Ron' the wondercar.



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Volvo 1800-120 Club

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July/August 2017



Club Members on their way to the
Oodnadatta Challenge

OODNADATTA
Challenge



At Seppeltsfield winery Barossa Valley



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 Ian Beiers, Jeff Turner

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Joining fee\$5.00
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*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

I think the big news this month is going to be OODNADATTA, so I will leave that story to others to tell. There are some good things about Facebook, and I was able to follow my friends on this once-in-a-lifetime event.

On more routine fronts, our club had a nice display for the annual Mac-Leans' Bridge show at Belmont this year in which a good number of 1800s and 120s (not to mention an excellent display from our brothers in the SSV) appeared. See photo opposite page.

I recently had my 2014 S60 serviced at the friendly dealer at Volvocars Sunshine Coast. I received an S90 D4 as my loan car. Whilst it was an immensely pleasurable thing to drive, it made me realise that improvements in cars these days can only be incremental. This is a whole new platform, yet I didn't feel it got me down the road that much better than my 2 year old S60.

In the past, I recall huge leaps being taken in Volvos (eg from the 260 to the 760, and then from the 7/9 series to the 850, to mention but a few), and so in terms of driving experience at least, it seems hard to see where improvements can still be made. Sure, engines will continue to become more efficient, and indeed Volvo has announced that Diesels will no longer be developed, leaving us to conclude that hybrids will be the thing of the future.

Classic cars can be upgraded with modern tech to make them more live-able in the 21st century. I have recently driven an 1800E with the electric power steering. It takes some moments to adjust, but when you hop back into a standard car with its pec destroying steering, it seems worth the effort.

Likewise things like the computer 123 distributors, better tyres, better A/C systems, and even the better quality of replacement parts means that we can enjoy the classic car experience, but without the downside (or at least reduce it). But will I ever be fitting a hybrid motor to my 1800 or 120? I don't think so.

For future events updates, please look out for Gavin Janson's emails, and do not hesitate to call him, he is very helpful!

Until next time, Volvo for Life!

Robert Bakker

Email: robert@rblawyers.com.au
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Volvo 1800-120 Club Trophies

1800 Series

Best Presented 1800 - Paul Scholz Gold 1800E

Most Original/Restored - Ted and Jan Warner 1969 1800S

Encouragement Award 1800 - Peter and Georgia Ellis Red 1964 1800S

120 Series

Best Presented 120 - Peer and Maida Skaarup 122S Wagon

Most Original/Restored - Gavin Janson 123GT and Ross and Fran Stephens 123GT

Encouragement Award 120 - Rick and Joyce Forno 1966 122S

Volvo 1800-120 Club - Membership renewal

\$40.00 Club Membership for the coming financial year is due **1.7.2017**

Please pay to Club bank account below or cheque to Club Address

Members who have just joined the club recently need not pay again this year

IMPORTANT: Please use your NAME as reference

Volvo 1800 120 Club - National Australia Bank

BSB 082837 A/c 833499571

Reference 'your name'

or cheque to Volvo 1800-120 Club P.O.Box 6522 Tweed Heads South NSW 2486

Volvo 1800-120 Club events for 2017

July 9th, Sunday - RACQ Motorfest.

Registration has finished for this event. Our club will have a number of entries and members are welcome to come along and view the many cars on display.

<http://www.racq.com.au/motorfest>

July 30th, Sunday – Kennilworth Cheese Factory and Morning Tea.

A drive in the country to Kennilworth for morning tea. We will meet at the BP Morayfield heading north for an 8.30am departure. Travelling along the country roads via Woodford and Conondale, we will arrive at Kenilworth about 10am for morning tea and sample some of Queensland's finest cheeses and yoghurts. The trip home is at your choice with those returning towards Brisbane travelling via Maleny and Beerburum.

Please RSVP – 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

September Weekend 8th – 10th

A weekend away at Tenterfield. Arrive on Friday afternoon for Meet & Greet. Saturday morning local drive, lunch at Horticultural Flower display showcasing the spectacular flowers of the Tenterfield region. Show cars at this venue and dinner at Tenterfield Golf Club on Saturday night. Choice of activities on Sunday morning with drive home in the afternoon. Details to come - RSVP – gavinjanson@yahoo.com.au

October Sunday 15th – AGM

The annual General Meeting will be held at the Grand View Hotel at 49 North Street, Cleveland commencing at 10.00am. Lunch available in the Pavillion after the meeting. Please RSVP – gavinjanson@yahoo.com.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. \$30pp BBQ Dinner

RSVP by 15th October email secretary@volvo1800-120club.com

Volvo National Rally 2019 **Easter Weekend April 19th to 22nd 2019** **Celebrating the 40th Anniversary of the 242GT**

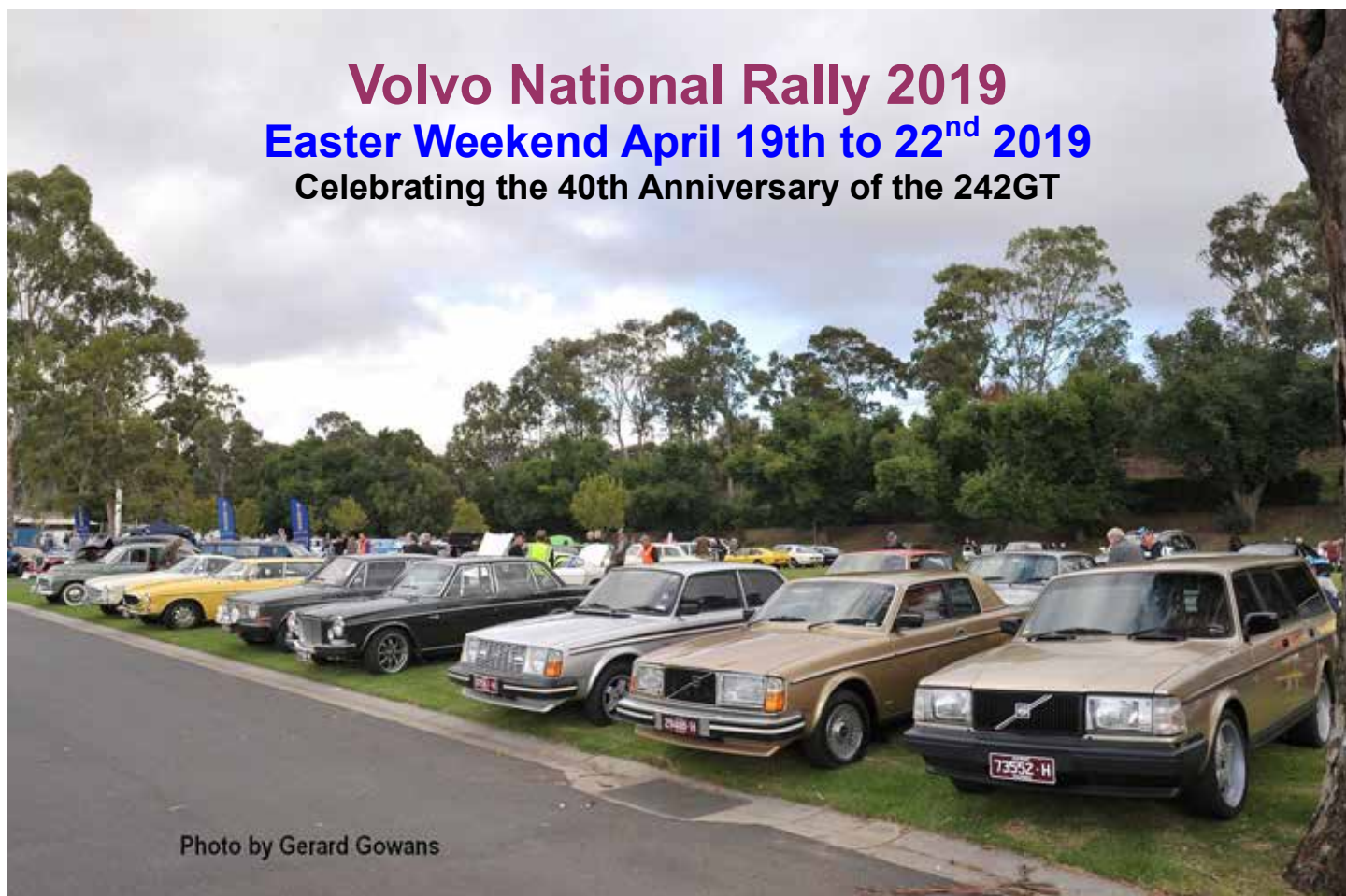


Photo by Gerard Gowans



OODNADATTA *Challenge*

*Volvo 1800-120 Club members trip to Adelaide from Brisbane.
Neil Summerson recalls the first leg of our trip.*

On Sunday 14th May a group of us left Peak Crossing (west of Brisbane) for our trip to Adelaide.

The Group consisted of Alan Milligan (Volvo 740GL), Gavin Jansen (Volvo 240GL), Ian and Pat Biers (1960 122S) and ourselves (1966 Volvo 122S).

Jenny and I were driving Rick and Tony Forno's 122S to Adelaide and I had strict instructions from them to get it to Adelaide in one piece. Rick and Tony were to fly to Adelaide to join the Dutch group for the trip to Sydney and then drive the car back to Brisbane. We were to fly home after meeting the Dutch in Adelaide.

In Warwick we were joined by George and Vicki Minassian (Volvo 142S) and Rob and Lawan Howard (Volvo 242GT). Rob and Lawan had a camper trailer and Gavin towed a small caravan with Pearl, his lovely dog, as company. Alan Milligan brought his one-man tent with him.

First night was at Goondiwindi where we enjoyed a relaxing night having Chinese at a nice restaurant. That evening I went to lock the boot in town and the lock mechanism came out in my hand. I fixed that on the following morning but as I went to start the car just before leaving Goondiwindi the key broke off in the ignition.

As anyone who has owned a 122 knows only too well, this is one of the worst things that can happen with one of these cars. Fortunately I had 10 experts and we had the car running in no time but still needed to get the broken key removed.

After a couple of calls I found Quinton, a local indigenous locksmith who removed the broken key in 3 seconds. Rick, luckily, had given me a spare set so we were able to have another key cut. We were then on the road to join the others.



Next overnight stop was Wee Waa then the following day to Bourke where we stayed at the Kidman Tourist Park in cabins. We booked in for 2 nights and the first night was a campfire and stew with some local entertainment. Next day some took the Paddle Steamer ride and heard about the history of the area from two informative gentlemen.

Some of the guys then inspected the giant Crosley engine (located in the town on the banks of the Darling River) once used in a Power station - The same two gentlemen from the Paddle steamer!! gave a presentation on how to start this monstrous machine.

After leaving Bourke our next stop was Wilcannia on the Darling River. Our accommodation was at a property of 1700 acres just outside town. That night we were collected by a minibus and taken to the Wilcannia Golf Club where we had a great meal even if finding forks proved to be a challenge.

The following day saw us in Broken Hill where we spent two nights. Some of the group went to Silverton (Mad Max film site), others went to various places of interest around the city, others just chilled out or caught up with laundry etc.





Bourke, NSW



Broken Hill, NSW



South Australian Border

We had a great night one evening at a club. As we were leaving at 9.00pm and about to get into our cars, the Deputy Prime Minister, Barnaby Joyce, was just ambling down the footpath and we had a photo shoot with him beside our cars.

Rob and Lawan had given up on their camper trailer by now and were looking at selling it along the way. No luck here.

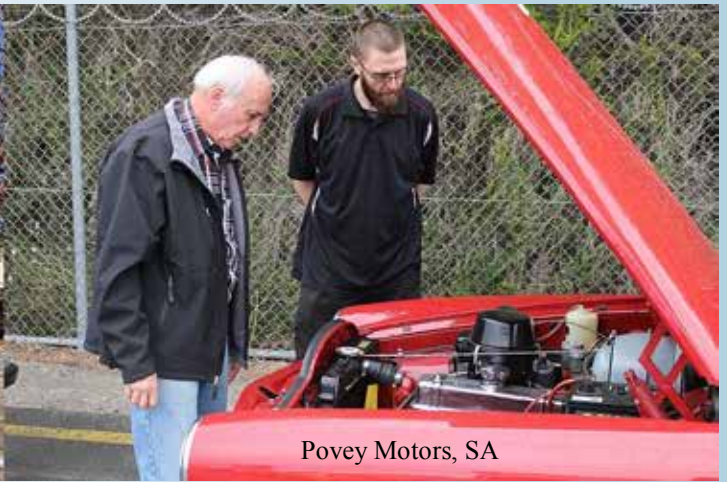
In Broken Hill we all caught up with a Club member Lyndon James who took us to his place to look at a very nice Citroen Light 15, a Mini Cooper under restoration, an Austin Kimberley and some bikes. He is looking to buy a 123GT.

Next stop was Clare in one of the wine areas in South Australia and again a very nice drive and a lovely town.

The following day we arrived at Adelaide but not before we stopped at Chris and Beck Allen's workshop at Povey Motors for a light lunch. This was a very nice break and an extremely warm welcome.



Burra, South Australia



Povey Motors, SA

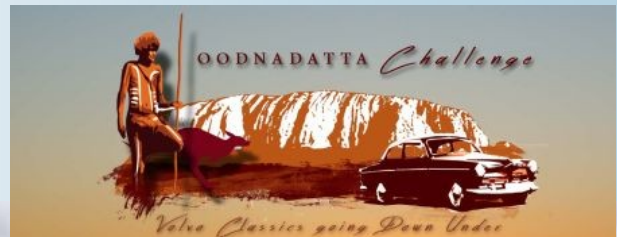
That afternoon we booked into the Mecure in central Adelaide and Rick and Tony's car safely in the underground car park.

All the Volvo's went exceptionally well with no major mechanical issues.

Driving 2200 klms makes you think about cruise control, air conditioning, a good stereo, good wipers, road noise but what the heck....it was one of the best drives I have had since I did Targa Tasmania. Even from the passenger seat Jenny thought it was a comfortable drive.

The company was great, the drive just perfect, the weather mostly fine and we sure had a lot of laughs.

Neil Summerson



Clare, South Australia



Povey Motors SA

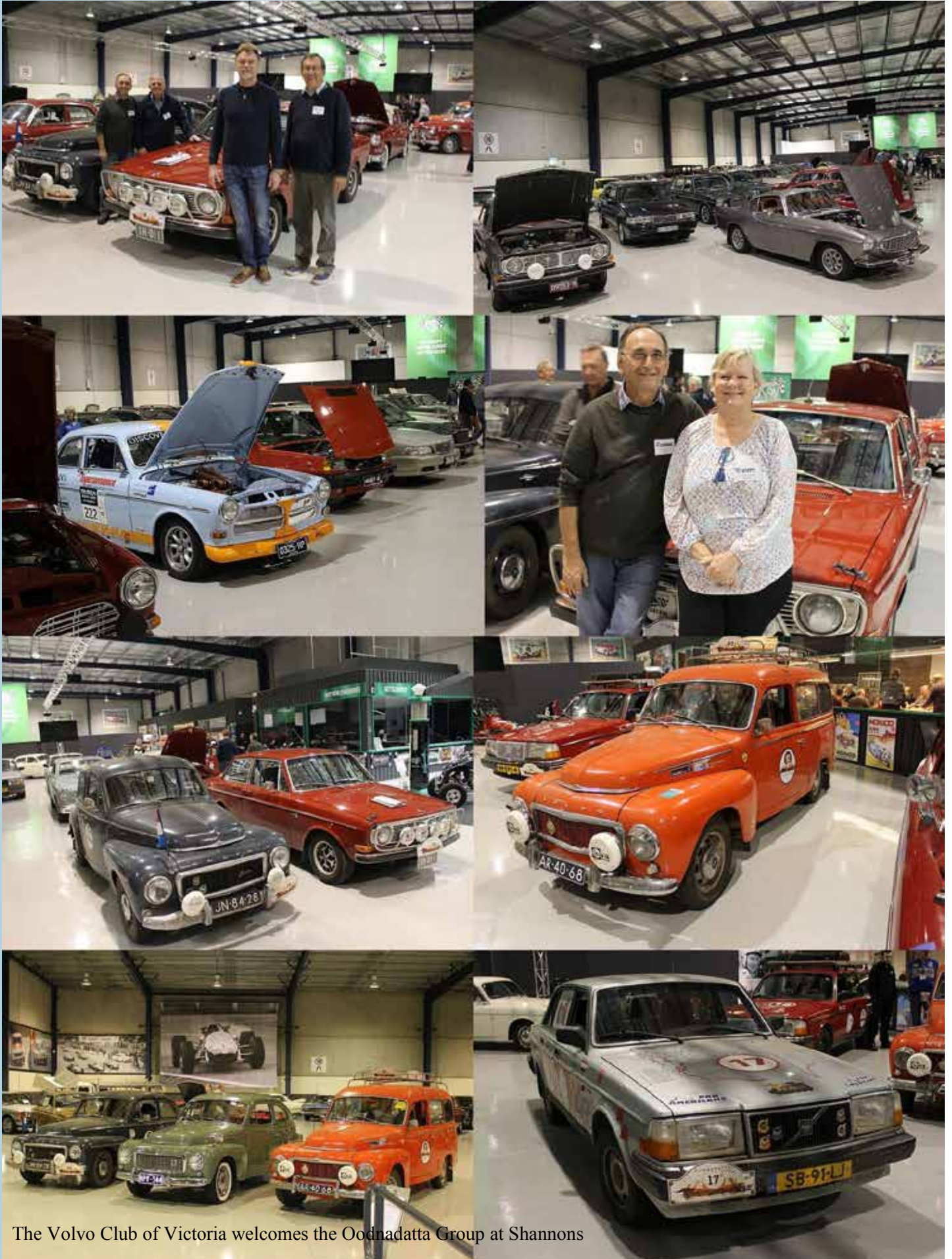


Craig Rasmussen's Shed Adelaide



Hahndorf South Australia

Volvo 1800-120 Club Australia Inc.



The Volvo Club of Victoria welcomes the Oodnadatta Group at Shannons



O O D N A D A T T A *Challenge*

Vicki Minassian recalls the second leg of our trip

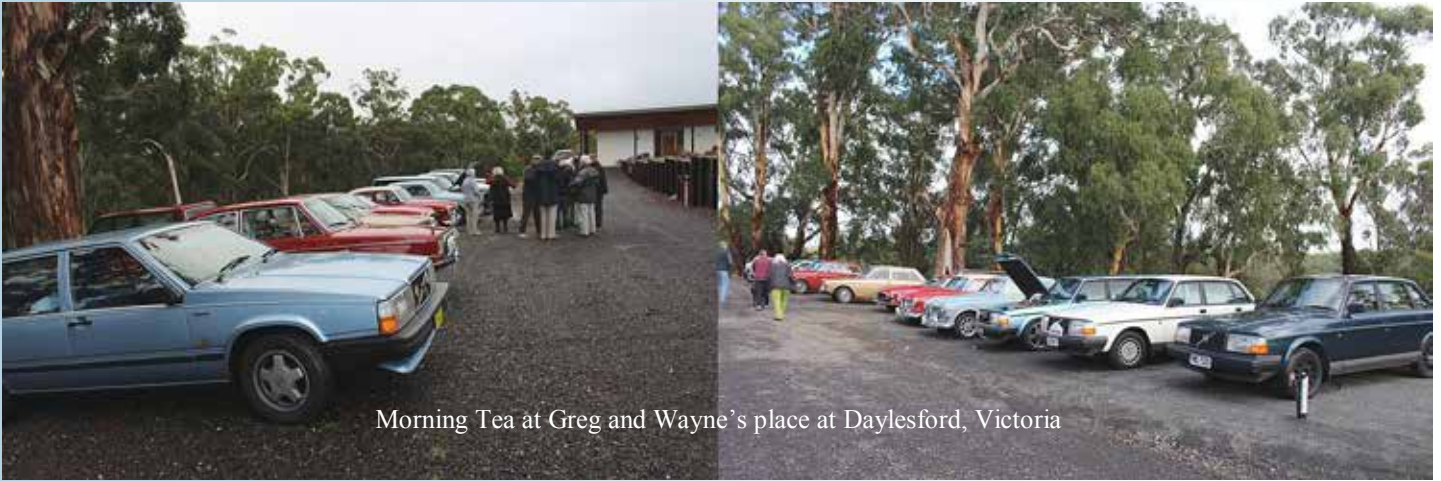
We all forgot about the fruit and vegetable restrictions entering South Australia, so Rob Howard had to empty his esky. You might as well have handed him the esky too!! Now we were all dying for a coffee, but we had to keep driving, as it was Sunday and nothing open in the very small towns that we passed through, until we came upon Burra, what a great little town!

George & Simon Opoczynski and David & Tim Allen from Victoria joined our small group at Clare, South Australia. The next morning we all drove to Maggie Beer's Farm for morning tea, then on to Seppeltsfield Winery for a quick look around and a photo of our extended group, then off to Adelaide via Povey Motors to visit Chris & Rebecca Allen. We finished that day off by joining some members from the S.A. Volvo Club for dinner. We'd had a busy but very enjoyable day!

On Wednesday morning most of us headed to the Birdwood Motor Museum before going to Hahndorf for lunch, then back to the Mercure Hotel to wait the arrival of the Oodnadatta group. It was certainly a buzz to finally meet the group and join them for dinner. The Volvo Car Club of S.A. was entertaining the Dutchies the following evening which we couldn't attend, because we were departing early for Warrnambool so that we could meet up with club members Anthony & Chris Williams (1800S) at Mt Gambier. After taking us to see the blue Lake, we all headed for Warrnambool via Port Fairy, another gorgeous place. Thank you both!

We were lucky again to have dinner with the Dutchies in Warrnambool before our final drive with them to Melbourne. Most of the group took the long way, going on the Great Ocean Road, however some of us took the shortest route to Melbourne going via the Melbourne suburb of Sunshine to visit an 1800 owner who is restoring his 1969 1800S.





Morning Tea at Greg and Wayne's place at Daylesford, Victoria

In Melbourne we were invited to join the Oodnadatta group at Shannons by the Volvo Club of Victoria, where there was a great variety of Volvo models represented. I know that the Dutchies were chuffed at the hospitality of both clubs.

Sunday morning saw us head up to Daylesford to visit Greg Sievert and Wayne Bowers for morning tea. Then 2 days later we were visiting Andy & Sherrin White and their 120s (plural) in Healesville, where Gary Comerford and Deb & Phil Perkins joined us.

I wish to take this opportunity to thank everyone for their hospitality shown to our group during our trip.

From here our group went off in different directions with 3 cars heading to Tamworth to price accommodation and meals for the 2019 Volvo National Rally over Easter (19, 20 & 21 April 2019) at Tamworth. We will also be celebrating the 40th anniversary of the 242GT model at this event. So if you've got one of these in your stable, start sprucing it up, you've got less than 2 years!!

Vicki Minassian





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Presidential Patter



There sure has been a lot happening since last magazine.

After venting my opinion last mag, perhaps with a bit too much boost, but the issues raised have turned into a positive. More news on this later.

On another front Julie has decided after 10 years to resign as editor – having previously dropped the role of secretary. I can only say how fantastic Julie's service to the club and her energy in getting the magazine material together has been and I know we all send her a great deal of thanks.

Then there has been an outstanding National Rally in Warwick and I have sent a letter of congratulations to the President and rally committee for a fantastic event.

At the Friday night greeting event for the rally, due to popular demand I was prodded into making a fool of myself in a dusty Rodeo arena, noting that some of the steers(?) that had previously

been bucking off their riders were also not well!

I made three attempts at lassoing a stationary lamb but alas it was moving too fast so the MC had to get Dani into the arena to do the job – in her new boots!

What a different and fun night to welcome attendees to the Rally.

Just so you know the Swedish Racing Cream Dream Machine drove all the way up and back without fault and performed extremely well, as did the Swedish Racing Green Dream Machine driven enthusiastically by Gerry Lister. Gerry assures me he did not speed but a forensic examination of the degree of disintegration of the insects, on the fronts of our cars, that sacrificed their lives for this trip looked as though they were hit by a very, very fast moving object in Gerry's case – unlike the lesser degree of disintegration of insects on other cars such as Russ Arnold's red 1800 and Syd Neale's red 122S. Of course Graham Jeffrey's red 122S had no insects on it at all!!!

Marian Pearson joined us in her very nice Red 1800ES that suffered a bit of a miss, which was diagnosed by a team of experts to be a cracked & large chunk missing from a spark plug cap. Harold and Jenny Pedley also attended in their nice 240GL (white) – Jenny has volunteered to be the Editor in Chief of the Magazine – ably assisted by a team of sub editors.

Torben Toft and his Dad brought up their very, very nice Swedish Racing Green 1800.

Matt Williams brought his absolutely beautiful S60 Polestar and Patrick Slattery was there with his entire family in the yellow 850 T5R which took an award as did Matt's Polestar.

Ondrej Hybler also turned up with a very nice (except for a small dent in the guard) V50 AWD - Blue. I had to admit to Ondrej that I had no idea they came in AWD!

Bernard Northey also arrived in his absolutely gorgeous steel blue 1970 142 Grand Luxe, it was great to catch up with Bernard as we haven't seen him of late.

Coming soon will be the Shannons Classic at Sydney Motor sport Park – August 13th.

This year Volvo Cars celebrates 90 Years of Vehicle Manufacture. The Club has ordered 30 tickets for the show plus we have also ordered 10 spaces for the pit lane for a display of "90 Years of VOLVO CARS" – from our earliest to the latest.

In addition there will be 4 spaces in the garage we have booked and we will be working out what cars will go where.

This is a great event so if you want to attend please contact Syd Neale for reserving your ticket and send him the \$20 per ticket.

Christmas in July in Oberon coming up in July (obviously but we have had a Christmas in July in August). Contact Dani Neale for reservations – this is always a popular weekend away and guarantees to be cold – well it is Christmas!!

The club executive held a committee meeting at our house on a Saturday so that members who can't get to meetings during the week had an opportunity to have input into the way our club is run and what things we need to do better. It was brilliant and I want to thank Matt and Patrick for their valuable input and advice. We will see the outcomes of this meeting happening in the weeks and months ahead. And yes – our website will be getting a makeover!

See you on the highways of life, safe motoring.

Ted Warner
President

VOLVO LIFE – INTRODUCING OUR MEMBERS AND THEIR VOLVOS

The Volvo Car Club of N.S.W. would like to welcome our newest members Michael and Leigh Matthews.

Michael and Leigh drive a Silver 2007 Volvo C70 – T5 Hardtop Convertible with a black interior purchased in January 2015. The love of convertibles, especially the latest generation Volvo C70 style (2007-2012), was the driving force behind this purchase. Michael's one regret – they don't make them anymore.

They feel the car's best features are; *"... being a hardtop convertible it is secure, more so than a soft top which can be vandalised easily. Having said that; it also becomes a coupe. No leaks, no wind noise.... Nothing less than a normal sedan has to offer."* Michael hopes to have many years of enjoyable motoring as he loves driving with; *"the top down, loud music and the world can just go by."*

Again – Welcome



VOLVO CAR CLUB NSW BADGES

Car Club badges are available from Syd Neale at club monthly meetings or at any event.

The price is \$10.00 for members plus postage if you want them sent through the mail.

The price for non-members is \$25.00 plus postage



VOLVO CAR CLUB N.S.W. SOCIAL CALENDER FOR 2017

JULY 21/22 Christmas in July

Christmas in July in OBERON JULY 22nd/23rd - well it is Christmas and expect the weather to be a bit on the coolish side - , Titania Motel in Oberon.

Ring and book yourselves in -ASAP tell them you are with the Volvo group.Ph 1800 462 376

Saturday about 10.30 we will have a run to Jenolan Caves for coffee and drive through to Tarana for a light lunch.

There will be a Christmas Dinner on Saturday night - cost per head is \$35.00 for a 3 -course meal

The theme of this years event is Black tie for the men - you can wear anything so long as you have a black tie!

For the ladies it will be a Tiara - yes a Tiara - suggest you throw on a few items of other clothing as it will be a bit nippy.

Some of us are going up Friday - breakfasts are available or there are cafe's in town.

Rooms are around \$109 a night for a double.

Hope you can make it

AUGUST 13th Shannons Sydney Classic

August is Shannons Sydney Classic at Sydney Motorsport Park. This is the CMC's major event attracting over 1700 classic cars.

We have booked 30 spaces in the general parking and 10 on the pit lane for a presentation of 90 years of Volvo Cars.

We will need a couple of cars from 60s, 70s 80s 90s, & 00s - for pit lane plus we will have 4 positions for cars on display in the garage.

Please help with items for the display in the garage - flags, banners, posters etc. If you can give a hand on Saturday arvo it would be appreciated

Contact Syd and reserve your tickets - \$20.00 for each car - they sell out very quickly so don't delay.

SEPTEMBER 16th Patrick's Polishing Picnic

NEW EVENT NEW EVENT NEW EVENT. PATRICK'S POLISHING DEMO AND B-B-Q

Patrick Slattery was demonstrating the benefits of high tech polishing and agreed to demonstrate his professional methods to other club members -

Venue is Tony and Olga's place 2 BYRNE WAY GLENMORE PARK . Bring your clay bar, detailer and polish and the club is providing a barbecue lunch thanks to Larry Kavanagh. Just bring your drinks.

(PS Gerry's mystery run was such a mystery he didn't even know where we were going.)

OCTOBER 14th Dream Works & Picnic Luncheon

DREAM WORKS presentation and picnic lunch. Address is 8 Veronica St Warilla. Wally does restoration work and will give the club members a presentation on the methods and technical aspects of restoration work and painting. Coffee, Tea and bikkies are provided for morning tea and the presentation lasts an hour or so.

Afterwards we will travel to a beachside location for a picnic lunch so BYO everything.

NOVEMBER 4th. Classic Yass

This event is in Yass hosted by the Antique Motor Club and some members will travel down on the Friday.

There is a Classic Car display that we can join in as well as heaps of other entertainment continuing into the night. Also on Saturday morning will be the start of the Alpine Rally.

NOVEMBER 25th CLUB CHRISTMAS PARTY

Once again Tony & Olga have invited our club to hold the Christmas Party at their house - for which we are truly grateful. They have a lovely pool so bring your cossies. We do a Chris Kringle buy a gift for Santa's sack no more than \$10 - even \$5 is OK and this year we will not mention male and female type gifts for fear of offending someone! PUT THE DATE IN YOUR DIARY NOW - WE WANT AS MANY CLUB MEMBERS TO ATTEND AS POSSIBLE.

Ted's Tips

First and foremost I need to tell you all – well all of you that actually read my drivel – that we have our very own Bermuda Triangle – well it is not really a triangle but more a rectangle – because the last 2 times I have driven along the Princess Highway to towards Wollongong or for that matter back from Wollongong – some sort of evil spirit invades our 1800 – yep a poltergeist – I think.

Yeah Yeah Yeah –but it is true. Last time I was going to Wally's in Warilla a strange miss developed in the engine – that go worse when I drove back up Mount Ousley – nearly didn't make it.

I ended up dismantling the distributor, the carburetors and anything else that I could think of that might cause a problem. I blew carby cleaner through the jets and float bowls PLUS adjusted the float levels by making super thin shims (the floats in this model have non-adjustable float arms, you have to do adjustments with shims under the float needle housing). Put it all back together and thrashed it up every hill I could find – and not a miss.

Just so you also know – I removed the gearbox plus overdrive and removed the OD so I could get at the flange gaskets that were the source of the oil leak that I have been chasing – the super thin paper gaskets don't do the job – maybe after nearly 50 years the faces just don't stay perfect. I did the job at home with the car on stands. It is impossible to book Boyd's hoist because Russell Arnold always has his car on it.

Anyway my other mate Russell Maddern said that you can use a trolley jack to lift the box up so that the front shaft rests on the lip of the bell housing and the remote shift tube rests on the edge of the tail-shaft tunnel – then you get your 69 year old body under the box and with the box in gear so you can twiddle the output shaft simply lift it into position – only a couple of inches vertically - it is a piece of pie – thankfully it went back in very easily. (I recommend NUROFEN for the consequent shoulder pain.) PS it still leaks but in a different place but just a few drops – well it is English!

Oh the Wollongong Rectangle – where were we? So just fresh back from a fantastic run to Warwick and back without a hint of a problem – gave the baby a wash and a short drive to fill up – I keep the tank full when it is not being driven, put its little blanket on and worked on our 122S – same drill.

So come Sunday the 21st May we arrange to meet a gang of car enthusiasts from local car clubs as well as from our club to go to the National Motoring Day – to Berry. The mechanic who services our cars was there and I proudly told him about our perfect trip to Warwick with both cars without a hitch. He did not have his little Mazda MX5 because he wanted to get to Berry and back without trouble. Maybe he suspected something???? He was in a late model Mercedes coupe. Anyway we turned out of SUBWAY Heathcote, a favourite local meeting place, and started our drive to Berry. Not far along I mentioned to Jan that the car felt funny. I thought I had got caught by a ridge in the road. We then got into the 110kph zone and took off. A few more funny sounds but I thought it was the stereo or Boyd's turbo sucking and popping behind us. But all seemed good at 110kph. Except when we went down Ousley and I could hear the strange noise again – due to the sound bouncing off the central barrier in the roadway. By now we were well into the Wollongong Rectangle. Not far out of Albion Park the chrome cap on the alloy wheel flew off as well as the grease cap – plus the car was jerking to the right – so we had to stop.

Yes you picked it, a collapsed wheel bearing and a \$240 trip home on a tilt truck courtesy of the NRMA – that arrived 20mins after our call – just fantastic.

We were able to watch a flood of other classic cars all motoring towards Berry. Thank you Boyd for staying with us for moral support.

I tried blaming it on the Wollongong Rectangle thing but under cross examination by Jan I had to fess up to not replacing the wheel bearings during the 'restofix' trying to save a bit of money – the bearings looked fine I promise. However some very unfriendly persons diagnosed it as surely another case of TAT (tight –arsed-Ted) to which I was most profoundly offended – probably because it was true.

So it didn't save anything – there must be a lesson in there somewhere.

Thank you Syd and Dani for calling in on their way home to see how we were.

Luxury trip home on the tilt truck – thanks NRMA for getting there so promptly.

Looks good though – it really just needed a rest from the hammering it got to and from Warwick.

So sad!!

Happy motoring and remember to keep an eye on your bearings!

Ted Warner



2017 Volvo National Rally – Warwick Qld.

I would like to have started this article along the same lines as a lot of car reviews start: *“On a bright Thursday morning we’re off to Warwick in our 1983 240 Volvo. Wattles and blue-grey gums flash past, red autumn leaves flying in the wake of our wonderful 240”.*

Nope, that wasn’t to be. The reality was we started our journey in peak hour Sydney traffic. (You know the story alarm not going off, sleeping through the alarm etc). Now travelling across Sydney between the hours of 6.00 a.m. and 9.00 a.m. is not for the faint hearted. We left at 7.00 a.m. a really silly move. My red leaves were replaced by red brake lights, the wonderful wattle replaced by traffic lights, the blue-grey of the gums replaced by that blue car which kept changing lanes. Our destination and the M1, which was going to take us there, seemed further and further away.

At 8.30 a.m. we finally hit the M1. We managed to cover a distance of 24 km. in an hour and a half. Yeah !!!!

Now, at this point, for our interstate and country readers, I must add the best time to transverse Sydney is probably somewhere between 1.00 a.m. and 5 a.m. any time before or after that could be a bit risky.

At last, we were out of Sydney. The 240 hooted along the expressway. Our only annoyance the bright young drivers who just cannot stand being overtaken by a 30-year-old Volvo with grey heads inside. Has anyone else noticed how they will do just about anything to try and overtake you and get in front again?

Arriving in Scone we met Ted and Jan Warner travelling in their P1800. We had a great trip, stopping in Tamworth the night. Setting off the next morning we met up with Marian Pearson and Graham Bennett: Marian demonstrating what great drivers women are in her P1800 E.S. We later met up with a Dave Miller in his 242GT that was a work in progress and Gerry and Margarita caught up to us in Ted and Jan’s 122S. By the time we arrived in Warwick we had a nice little



Warwick: what a great place to hold a Rally. A pretty town with lots of interesting countryside. Representing The Volvo Car Club of N.S.W; Ted and Jan Warner, Jerry and Margarita Lister, Danni and Syd Neale, Jenny and Harold Pedley, Russell and Judith Arnold, Graham Bennett and Marion Pearson, Graham and Kerry Jeffries -who came back to us from Qld.- Torben Toft, Fernando Lecuna, Ondrej Hybler, Partick Slattery, Matt Williams & Dave Miller



The Welcome on Friday Night took place at the Rodeo and for us 'City Slickers' it was interesting to hear about the school students training to be Rodeo riders and also lots of fun. With two of our members Ted Warner and Dani Neale demonstrating how to rope a cow. Dani was able to demonstrate a great deal of skill. Ted - well, he tried. Saturday's activities were varied. Trips to the wineries or waterfalls and everyone enjoyed their outings.



Ted Warner trying hard.



Dani showing Ted how it is done.

Sunday morning saw the usual flurry of car washing and polishing before heading off to the Rally.



What a wonderful display. 85 cars ranging from a 1961 P1800, 120's, 242's, 240's, 144's, 164's, 850's, S40's, V40's, C70's, S60's. Everyone had a great day admiring the cars.



Yours truly thought our car might be in with a chance until the light metallic blue 240 arrived. What a fabulous 240. But then again it is housed in Brisbane which means it does not show any signs of wear. Unlike, the 240, driven from Sydney. Our poor car has to contend with the pollution and perils of Sydney traffic.



Congratulations to Rob Eldridge and the members of the Sunshine State Volvo Club. It was a wonderful weekend. Congratulations also to all the winners.



Article by Harold & Jenny Pedley

Gotta love this guy

Sadly Sir Roger Moore KBE is RIP

How cool can you get – pictured with a 1964 P1800S – please note indicators!



Here photographed with a later model – probably a 1968 or a 1969. Again please note the indicator lights- orange on top. Oh and neither car is **RED** just thought I'd mention it!!

"Thank you Sir Roger for your contribution to the legend of the Volvo P1800 – long live the legend"



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Doug Miller's 760 finding its way to the far corners of Victoria.

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!

USED BLACKBURN BOX TRAILER 6X4 Good condition with Jockey Wheel. \$270.00 ono. Contact Dan Brinson (Ringwood) - Tel 03 9870 3240 or email bettybrinson@gmail.com



WANTED: RALLY DASH FOR 140 s shown in photo. Prefer 5-gauge dash but would consider 4-gauge unit. Please contact Neil Summerson. Email nesjas@bigpond.net.au, Phone 0419273296



2 SETS LEFT - BRAND NEW R-SPORT STYLE EXTRACTORS with precision laser cut flanges and CNC mandrel bent pipes. Assembled on an accurate jig, resulting in a first-class fit every time! Will suit any 4cyl B18 or B20 powered Volvo. The extractors come with an extended 2 1/4-inch collector pipe with a laser cut two bolt flange. We also supply an additional two bolt flange for fitting to your performance exhaust system. Price: \$420 for club members. Standard finish is a high temperature black paint. We also offer ceramic coating in a choice of colours at additional cost. For any further questions call George on 0411 899 255.



A GOOD EXAMPLE OF THE UNIQUE 262C 2nd owner, engine replaced out of 760 in 2000 by original owner. Still running very well. Used regularly, on full rego. All books and brochures. Original radio, very original interior. Minimal corrosion. Would suit younger renovator for next stage, (younger than me at 78yrs). Offers around \$5000. Ron Porter, Toowoomba 0419483990 email palandrporter@hotmail.com



Classifieds

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.



RX-93UK
RX-93Q



RX-3AQ



CR-4220

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. Sheded 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.

122 WAGON PROJECT CAR \$3500. Contact Dolly Diaz 0412 267 878



2009 V70 R-DESIGN: in great condition with only one owner. The R-Design includes a punchy 3.0 litre turbo petrol engine (T6), AWD, sports suspension, sports exhaust (currently running an after-market 3" exhaust - I also have the original R-Design exhaust), specific R-Design interior and exterior body styling and slotted and dimpled front disk rotors with enhanced brake pads. This is a great looking and handling Volvo car. With only 131,600 km on the clock, this car has never been in an accident and always serviced. MAKE REASONABLE OFFER! Vaughan 0425 311 892



WANTED: Roll-over bar trim covers for C70 soft-top convertible, trim colour "granite". Please contact 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

NEW VOLVO CLUB OF VICTORIA METAL BADGES NOW AVAILABLE. Great value at \$5 each. Can be adhered to your car with double-sided tape. Contact Heino for purchase or pick up at night meetings.



WELL CARED-FOR 1985, SILVER-GREY 240 AUTO with 117,428 km. Very good all-round condition. Asking \$3,500 or best offer. Ring Laurie at (02)6029-7913 (Albury NSW)



1993 240GL PARTS. Breaking car for parts. Please contact me with any requests and I'll advise if available. Car is gold with tan cloth interior, auto. Greg Sievert. 0401713595 or email greg.sievert@gmail.com

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 3002
Seymour VIC 3168
Australia

mobile: 0403 814 848
email: mark@vptuning.com.au

Volvo Car Australian dealers

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