

# ROLLING

AUSTRALIA

NO.216 SEPTEMBER/OCTOBER 2014



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# ROLLING

Rolling Australia September/October 2014, Issue 216

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Front Cover: New 2014 XC90. Source: Volvo Cars

Back Cover: A Volvo PV444A 1947 outside the building where the PV444 premiered on 1 September 1944. (Photographer: Simon Hamelius). Source: Volvo Cars



# Victorian Events Calendar

Sept

## 21 (Sun)

### Monthly Club Run - West Gippsland

10AM meet at the BP Service Centre on the Princes Freeway (M1) outbound near Officer (about halfway between the Clyde Rd and Cardinia Rd exits). From there, we'll depart at 10:30 for a scenic drive and a lunch stop, taking in some West Gippsland sights including a photo shoot at the old trestle bridge in Noojee. We'll make a loop returning home through Lilydale. For questions, please contact Len Ward on 0409 947 951.

## 1 (Wed)

### Night Meeting, 8pm

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

October

## 19 (Sun)

### Monthly Club Run - Morris Minor Garage and Museum, Harcourt

A visit to the garage is \$10 per person (with a minimum of 10 people - cash only). After your tour, relax in the 'Old General Store' and enjoy our locally roasted coffee from Brewhouse in Bendigo and gourmet biscuits from Michels Fine Biscuits in Castlemaine. Meet at the outward bound BP Service Centre on the Calder Freeway (M79) just past Calder Park for a 10:00AM start. Contact Heino Nowatzky (0425 705 045) in early October if you plan to attend as we need numbers for catering purposes. See the website: [www.morrisminorgarage.com](http://www.morrisminorgarage.com) for more info about the venue, and a map.

## 24-26 (Fri-Sun)

### Motorclassica

Full event details: [www.motorclassica.com.au](http://www.motorclassica.com.au) We plan to have a display of cars as part of the "Club Sandwich". We plan to attend on the Sunday but as of going to print, entry date and arrangements are yet to be finalised. If you're interested in displaying your car, please contact Heino Nowatzky (0425 705 045) ASAP as we only have a spot for approximately 10-15 cars so we want a good cross-section of the best cars available to display.

## 26 (Sun)

### Mucklefest 2014

For those not going to Motorclassica, the Muckleford event is a great day out, with display of vintage cars, farm machinery, food vendors, and of course the Victorian Goldfields Railway steam trains and rides. From 10AM-4PM. For more info including map, see the website [www.vgr.com.au/mucklefest.php](http://www.vgr.com.au/mucklefest.php). Contact Greg Sievert (0401 713 595) if you plan to attend as we need to let the organisers know how many cars we'll have on the day.

Nov

## 5 (Wed)

### Night Meeting, 8pm

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

## 23 (Sun)

### Christmas Lunch at Waverley RSL

Tentative date. Watch the website and next magazine for confirmation.

## 29 (Sat)

### Safety check day at Voldat

Tentative date. See next magazine for more information.





# President's Prattle

## Just Another Day

It seems like only yesterday when I had Greg chasing me for another update for the magazine. Well I'm back. Lance has decided to take a backseat view of the Victorian Club, something I think he has earned. All up I think Lance has been on the Committee in some position over a period of 31 years. I would like to thank Lance for his valuable service to the Volvo Club of Victoria. Lance will still be the Register Captain for his beloved GT's and will still coordinate across the Volvo Clubs of Australia. As a result of the August Annual General Meeting (AGM) there have been a few changes to the committee. I have stepped up to President and Doug Miller has accepted the position of Vice President (thank you Doug). Adrian returns as Treasurer and John as Secretary. The only other major changes are that Ben Winkler now takes on the role of Editor (with continued support of Greg) and we have three additional new committee members being: Mark Iceton, Daniel McIndoe and Werner Golla. Welcome to the committee. Len, Allan, Andrew and Dion also return as committee members making it seven all up. Thanks guys. Our AGM was different to say the least. The Council had decided to replace the floor in the Tennis Club without informing anyone so we turned up to an unusable hall. However the promise of hot pizzas and drinks kept everyone entertained and at least warm on the inside as we held the meeting under the veranda in drizzling rain. Thank you to everyone for retaining your sense of humour.

What does the future hold? Well one of the first items on the agenda is to identify a working group to assess the impact of the as yet still proposed changes to the Victoria Club Permit Scheme. We will need to identify accepted (factory or historical) modifications across the eligible models in an effort to inform VicRoads, the AOMC and our members. We will also need to look at ways to assist members with modified vehicles transition to the new (proposed) Modified Vehicle Permit Scheme.

We have a few exciting events coming up so read the events calendar and take a periodic look at the webpage. Also please support the National Rally planned for August 2015 by completing the Expression of Interest included in this magazine (and the last issue) and returning it to Julie Williams.

An interesting side line to end on is that it all of a sudden it appears cool to be a Volvo driver. With the success of the GRM Team I have been getting many calls and messages from friends and old workmates telling me that they found themselves cheering for a Volvo! It doesn't look like a fad, there is significant interest. Something we have waited patiently on for way too long. Enjoy, and support the GRM Team.

*Until next time*  
Heino Nowatzky

# The Editor's Desk

Well, as you probably saw from our new (returning) President's report, we've had a few minor changes and additions to the committee after our rainy outdoor AGM (that must be a first!) Thank you to the new committee members and also to Lance for steering the ship for the past several years, including running our successful National Rally in Corowa in 2013. After 11 years, I've decided to hand over the Editor title to Ben, since he's been doing the bulk of the work of laying out the magazine and covers for some time now. I'm happy to stay involved and help collate information for the magazine as Ben is a bit remote being in Canberra, so nothing will really change there. I'm also still the Membership Secretary for the Victorian club, so will continue to maintain the membership database and organise labelling and posting of the magazines. Going forward, maybe Ben will indulge me and let me write a Member Secretary column in each edition instead of an Editor's report! :)

As part of our preparation to move house ("Escape to the Country" style) later in the year, I've been boxing up and going through some of my Volvo "collection" in recent months. It's difficult to decide what to keep, and what can be given away or thrown in the recycle bin. I did finally part with a bunch of old brochures for models I don't have a passion for, as well as old Volvo owner magazines from both the US and Australia (hope those of you who picked them up at the AGM give them

a good home!) I have kept all my back-issues of the club magazines, and heaps of brochures and literature for the 1800, 140 and 240 series. I also have a small model car collection (by some standards!) that had to be re-packaged in original boxes and put in plastic tubs for moving. Funny how much more of a pain "stuff" becomes when you have to move it across town! I'm really dreading cleaning out all the storage cupboards in the garage as they mainly contain heavy, greasy, probably never-to-be-used parts with dubious history. Maybe I'll have the wherewithal to drop some at the scrap metal recycler instead of carting them all the way to the new house? Our shed construction is progressing, with building permit approved and shed kit on order. The site will be levelled by the time you read this, and hopefully the concrete slab poured. We decided on a 7x14 metre shed (just less than the 100 square metre "planning permission required" hurdle) that will match the colour of the neighbour's house, as it sits towards the front of our block much closer to his house than ours. Once we get that built, we can shift the cars from their various temporary homes and move more "junk"...it never ends! Now, anyone have suggestions on the best type of car hoist for home: 2-poster or 4-poster? I probably have a year plus to decide before I get cracking on the workshop/garage, which will be a separate building much closer to the house and hopefully well insulated for year-round



comfort. When we finally get settled in, we look forward to hosting a club BBQ at the house as one of our monthly drive days sometime in 2015.

Finally, a big thank you to our paid advertisers and the SA, NSW and 1800/120 clubs for continuing to support the Rolling Australia magazine. With Ben's creativity on the layout, and our recent change to full colour, it really has improved in the past decade. When I was looking back through some old magazines, that became obvious. We did have some great covers when we went to colour covers some years back (thank you to John Ware for really getting us going on that with some awesome layouts!) Gerard Gowans (our official club photographer) has done a great job over the last couple years with event photo coverage and has gotten some great cover photos. We've also used a number of member-submitted photos. If you have a photo you think might be worthy of the cover, please email it through to Ben Winkler for consideration. Let's keep the momentum up and we look forward to your ongoing support to ensure we can produce a top-class magazine for all Australian club members.

Regards,  
Greg

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# Club Noticeboard

## Membership update

As of 13th August we have 257 financial members and 19 members who are unfinancial. If you are unsure of your membership expiry date, please look at the label on your most recent club magazine as the date is printed on it. You should also receive a customised renewal form in the magazine when your membership is due. Please review your details and return the form with your payment, or if you pay via direct

deposit, you can email me any changes. Be sure to put your name and membership number in the direct deposit transaction description so we know where the money is coming from! If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401-713-595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com).

## Your membership and the Victorian club permit scheme

For those club members who have classic cars on Club Permit plates in Victoria, it is MANDATORY that your membership is paid up.

The committee has developed a set of guidelines and expectations for those members who have cars on the permit scheme. Refer to Page 17 of the November/December 2013 Rolling Australia magazine, or the club's

website, or contact Greg to have them sent to you. The expectation is that members will bring their VicRoads Club Permit renewal forms to a night meeting or club event for signature instead of just posting to the club for signature. The following Committee members can sign VicRoads Club Permit renewal forms: Lance Phillips, John Johnson, Heino Nowatzky & Greg Sievert.

## Vale: David Patrick Woodhouse

Sad to report have just had a phone call to tell David Patrick Woodhouse of Berwick died on Friday 8th August 2014. Dave would be very well known and regarded by early 122 and 1800 owners as he was one of the first 122 and 1800 specialists in Melbourne. He repaired, serviced and tuned them, and also seemed to procure most 122 or 1800's that were wrecked and dismantled for second-hand parts. Dave also rallied 122s, and his father had one as

well, purchased brand new. One of Dave Woodhouse's specialties was expert M-40 gearbox rebuilding. One of the last jobs he did for me would be about 4 years ago, a total reassembly of a gearbox at our workshop one Saturday. In later years he also became known widely as an Austin Healey specialist. He will be sadly missed.

*Regards, John Fleming*

### Welcome New Members!

**Frank & Denise Hegarty**  
240GL

**Jacob Willard**  
262C, XC90

**David Gloster**  
XC60

If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401-713-595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)

### Treasurer's report

The club's bank balance on 13th August was \$18,019.23. Please see year-end financial statement elsewhere in this edition of Rolling. For any questions about the club's finances, please contact Adrian Beavis on 0402 203 437 (AH)

### Magazine Postage (ALL CLUBS!)

Please contact the Membership Secretary, Greg Sievert ([greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) or 0401 713 595) if you change your address, or if you're having any delivery issues (such as receiving duplicate magazines, or think you haven't received a magazine). If you're not a member of the Victorian club, please also let your club's membership secretary know of any address changes/corrections.

### Website Resources

Looking for online Volvo retailers both locally and around the world? Check out the club's website at [www.volvovic.org.au](http://www.volvovic.org.au)

## Happy anniversary

John and Estelle Dempster (QLD) recently celebrated their 48th wedding anniversary in style. Having driven Volvos for years, what better way to celebrate than with a Volvo XC60? John said Estelle deserved it as it is their first NEW car in all those years. Congratulations to you both and to Estelle on her new Volvo!



# New XC90 unveiled

Volvo Cars unveiled its all-new Volvo XC90 this month, delivering on its promise to introduce a visually striking, premium quality seven-seat SUV with world leading safety features, new powertrain technologies, an unrivalled combination of power and fuel efficiency and a superlative interior finish.

Three years in the making and part of a USD 11bn investment programme, the new XC90 marks the beginning of a new chapter in Volvo's history, capturing its future design direction, incorporating its own range of new technologies and utilising its new Scalable Product Architecture (SPA) technology.

"This is one of the most important days in our history. We are not just launching a car, but re-launching our brand. This day marks a new era for our company. The XC90 paves the way for a portfolio of exciting new cars to come in the following years," said Håkan Samuelsson, President and CEO of Volvo Car Group.

## Volvo's new face

Symbolising this historic day in Volvo's 87 year history, the new XC90 will be the first of its cars to carry the company's new more prominent iron mark, which has the iconic arrow elegantly aligned with the diagonal slash across the grille. Together with the T-shaped "Thor's Hammer" DRL lights, the iron mark introduces an entirely new, distinctive and confident face for Volvo's forthcoming generation of cars.

The XC90's larger bonnet with its new topography, the beltline and the sharpened shoulders connecting with the tattoo-like, new rear lights are other important design signatures that will be mirrored across the range.

To add more visual muscle from the sides, the XC90 comes with a range of wheel sizes up to 22 inches.

## Unrivalled combination of power and fuel efficiency

The new XC90 offers a range of two-litre, four-cylinder Drive-E powertrains, all of which provide an outstanding combination of performance and fuel-efficiency.

The top of the range XC90 Twin Engine, which combines a two-litre, four-cylinder supercharged and turbocharged petrol engine with an electric motor, offers an unrivalled combination of power and clean operation: around 400 horsepower with carbon dioxide (CO2) emissions of around 60 g/km (NEDC driving cycle).

## Most comprehensive standard safety package

The all-new XC90 offers the most comprehensive and technologically sophisticated standard safety package available in the automotive industry. It includes two world first safety technologies: a run-off road protection package and auto brake at intersection capability.

In a run-off road scenario, the all-new Volvo XC90 detects what is happening and the front safety belts are tightened to keep the occupants in position. To help prevent spine injuries, energy-absorbing functionality between the seat and seat frame cushions the vertical forces that can arise when the car encounters a hard landing in the terrain.

The XC90 is the first car in the world with technology that features automatic braking if the driver turns in front of an oncoming car. This is a common scenario at busy city crossings as well as on highways, where the speed limits are higher.

City Safety becomes the umbrella name for all of Volvo Cars' auto brake functions, which are standard equipment in the all-new XC90.

It now covers vehicles, cyclists and pedestrians in front of the car, day and night.

"The new technologies will take us a significant step closer to our vision that no one will be killed or seriously injured in a new Volvo car by 2020," says Dr Mertens. "Our starting point on safety is the same today as it was when the company was created almost 90 years ago: real-life situations. We study data. We crunch numbers. We innovate. The result is one of the safest cars ever made."

Three focus areas will help Volvo Cars to reach Vision 2020: safety, connectivity and autonomous drive.

"With the XC90, we take the first step towards self-driving cars. A new function that automatically follows the vehicle ahead in stop-and-go traffic will provide a radically simplified, semi-autonomous driving experience," said Lex Kerssemakers, Senior Vice President, Product Strategy and Vehicle Line Management of Volvo Car Group.

## Luxurious interior

The XC90's interior is the most luxurious to have been designed for a Volvo. The most striking feature is a tablet-like touch screen control console, which forms the heart of an all-new in-car control system. This system is virtually button free and represents an entirely new way for drivers to control their car and access a range of Internet-based products and services. It also helps create an interior that is modern, spacious and uncluttered.

The new XC90 interior combines materials such as soft leather and wood with handcrafted details, including a gear lever made of crystal glass from Orrefors, the famous Swedish glassmaker, and diamond-cut controls for the start/stop button and volume control. Craftsmanship has been in sharp focus during the whole development work.

## One of the top audio systems in the world

The XC90 features one of the top audio systems available in the automotive world after Volvo Cars audio experts joined forces with their counterparts at the renowned British audio equipment company Bowers & Wilkins.

The top-of-the-line system in the XC90 features a 1,400 Watt Class D amplifier and 19 Bowers & Wilkins speakers. It also includes one of the first air-ventilated subwoofers in a car. Integrated into the car body, it turns the whole interior space into a giant subwoofer.

The latest sound processing software has been used to manage the timing of the sound and co-ordination of the speakers. This brings the emotional experience of a world-class live performance into the car.

## Two main accessory themes

The all-new XC90 is available with a range of accessories that makes it possible for the owner to create a truly personalised car. There are two major exterior styling themes:

The Urban Luxury package combines a colour co-ordinated body kit with polished stainless steel details, such as front deco frames, front and rear skid plates and side scuff plates. The 21-inch exclusive polished wheels complete the elegant look.

The Rugged Luxury kit enhances the ruggedness of the XC90 SUV with tech matte black exterior trim, stainless steel skid plates, running boards with illumination and integrated exhaust pipes. This version is supplemented by unique 22-inch wheels.

Volvo Cars



# First edition cars only available online

Volvo Cars is releasing a limited First Edition of its all-new Volvo XC90, which was launched today in Stockholm. The 1,927 individually numbered cars celebrate the year Volvo was founded and, for the first time in history, they will only be available for sale via digital commerce at [www.volvocars.com](http://www.volvocars.com).

"Those who want to be among the first ones to own the best SUV in the world have to act fast. The huge interest in the all-new XC90 indicates that the First Edition will sell out quickly," said Alain Visser, Senior Vice President, Marketing, Sales and Customer Service of Volvo Car Group.

"We are creating an online ecosystem that simplifies the process of shopping for, buying and owning a Volvo," said Mr Visser. "We also see the introduction of the new XC90 as the perfect platform for introducing a new, outstanding customer experience, which we are rolling out globally."



# A Swedish icon turns 40



On 21 August 1974, the Volvo 240 was shown to the media for the very first time. The model series would become an unprecedented success for Volvo and around 2.8 million would be produced over the course of 19 years.

1974 was a big year for Sweden. In the spring ABBA won the Eurovision Song Contest with Waterloo, an 18 year old Björn Borg trounced the tennis elite, and Volvo presented one of its most important models ever.

On 21 August the media got to see and drive the new car for the first time. The journalists were flown by chartered plane from Volvo's head office at Torslanda to the little town Borlänge, where a row of Volvo 244 GLs were waiting for them. Each and every one had an orange paint job very typical of the time - with orange interiors to boot.

## **Volvo 244 DL**

The Volvo 240 was a development of the 140 series, but a lot had changed. The innovations were primarily at the front, its

appearance was greatly inspired by the VESC safety car that had been presented two years earlier. Most prominent of all were the large bumpers - the car was a total of 13 cm longer than the 140 series. The characteristic lattice headrests were among the new additions to the interior.

The newly developed B21 engine came in a 97 hp carburettor version and a 123 hp fuel injection version. The front of the car was a new design using MacPherson struts and rack and pinion steering.

In October 1974 production of the more exclusive 260 series, which originally came in two versions, DL and GL, began. The 264 had a new 2.7 litre, 140 hp V6 engine. The engine called B27 was built in Douvrin in northern France and was the result of a partnership between Volvo, Renault, and Peugeot.

During its production period, the Volvo 240 was made available with a variety of engine options. A world première that was introduced with the 1979 model was a car with a six-cylinder diesel engine developed in partnership with Volkswagen. The diesel

engine was also available as a five-cylinder version in select markets. The 1981 model saw the launch of the 244 turbo with 155 hp. The huge sensation, however, came a bit later in the form of the 245 turbo wagon - the first series production estate car with petrol turbo.

## **Volvo 245 DL**

Through the years, the Volvo 240 was produced in a range of different versions. In addition to two, four, and five door versions, there was also an exclusive coupé version, the 262C, built by Italian firm Bertone, producing a total of 6622 cars between 1977 and 1981. At the other end of the size scale was the 264TE and the 245T, both of which were extended by 70 cm. The 264 Top Executive was a luxurious limousine edition, and the 245 Transfer was an extra large estate, which was, among other things, used for school transportation in rural areas.

A world first in environmental terms came in the autumn of 1976. Volvo made its first delivery of cars in the 200 series





with three-way catalytic converters and Lambda sensors to California. The Lambda sensor meant that 90 per cent of the harmful gases such as hydrocarbons, carbon monoxide, and nitrogen oxides disappeared in the catalytic converter. In 1977 Volvo won the American National Environmental Industry Award. In 1978 the Volvo 240 was named the USA's cleanest car by the California Air Resources Board.



The Volvo 240 Turbo would also become a successful race car. The biggest title was secured in 1985 when Thomas Lindström and Gianfranco Brancatelli won the

European Touring Car Championship, ETC.

The Volvo 240/260 received a number of awards for its safety. In the UK Volvo was awarded the Don Safety Trophy for its traffic safety promotion initiatives and designs above and beyond legal requirements. In 1976 the Volvo 240 was chosen as the standard for continued safety work by the USA's Traffic Safety Administration, NHTSA. For four years at the end of the 1980s, the Volvo 240 estate was the safest car of its size in the USA according to the Highway Loss Data Institute.

The Volvo 240 has become a collector's car, with the turbo being in particular demand among enthusiasts, with ever increasing prices being paid for more commonplace models in good condition. The availability of spare parts is good, and it is still possible to buy many parts through Volvo, with the range of newly produced components steadily increasing.

The Volvo 240 was also produced in Kalmar and in the Belgian city of Ghent. The final car rolled off the line at the Torslanda plant in Gothenburg on 5 May 1993. The model had by then survived for longer than anyone could have imagined 19 years earlier.

Volvo CEO Pehr G Gyllenhammar handed over the keys to the final 240 to be sold to the customer in a special ceremony. Pehr G Gyllenhammar had himself had several custom-built 240s as company cars, and at the ceremony he said: "We have had the world's safest car, one of the most worthwhile cars to buy, and a car that is already living legend and will be even more of one in the years to come."

The Volvo 200 series is to date the company's most produced model, with 2,685,171 240s built, and 177,402 260s. In total, 2,862,573 cars were built between 1974 and 1993.

Volvo Cars



# Grumpy: Old drivers?

Will you become an old driver? Well you look perfectly fit to me so you might still be driving safely into your 70's and 80's. That is unless you try a head-on confrontation in your S40 with a massive Volvo double truck, with both of you doing more than 100 kph. Then my friend the five star safety rating and all the airbags in the world will not stop you arriving at the Pearly Gates and requesting early entry from St Peter.

It would seem that older drivers are getting a lot of bad press recently... "Elderly woman crashes her car through shop-front window" and "Elderly man loses control of his car and crashes into the bedroom of a house"!

Now what is an elderly person? Ask the average teenager and you would probably be told "Anyone over 59". 40 to 50 year olds would probably think old age pensioners over 65. But since advances in health services 70 is now the equivalent of 60 some 50 years ago.

## Excerpts from the Australian newspaper

VICTORIA'S elderly drivers are as great a threat on the road as young drivers.

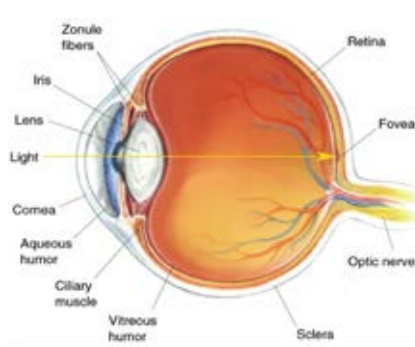
Figures released by Victoria Police reveal road users over the age of 75 accounted for 12 per cent of last year's road trauma while those between 18 and 24 contributed to 13 per cent.

State wide, the road toll dropped to its lowest figure in 90 years, with 242 fatalities.

Nationally, there was a decrease of almost 9 per cent in road fatalities from 2012

Acting Victorian Premier Peter Ryan said the increasing number of incidents involving older drivers was alarming. "We are going to concentrate a lot of effort around the issue this year," he said.

Victoria is the only state without some level of re-testing or assessment required for older drivers. Most states require at least an annual medical assessment to determine fitness to drive after turning 75.



## Effects of aging

There are many diseases, disorders, and age-related changes that may affect the eyes and surrounding structures.

As the eye ages, certain changes occur that can be attributed solely to the aging process. Most of these anatomic and physiologic processes follow a gradual decline. With aging, the quality of vision worsens due to reasons independent of

diseases of the aging eye. While there are many changes of significance in the non-diseased eye, the most functionally important changes seem to be a reduction in pupil size and the loss of accommodation or focusing capability. The area of the pupil governs the amount of light that can reach the retina. The extent to which the pupil dilates decreases with age, leading to a substantial decrease in light received at the retina. In comparison to younger people, it is as though older persons are constantly wearing medium-density sunglasses. Therefore, for any detailed visually guided tasks on which performance varies with illumination, older persons require extra lighting.

With aging, a prominent white ring develops in the periphery of the cornea. Aging causes laxity, downward shift of eyelid tissues and atrophy of the orbital fat. These changes contribute to several eyelid disorders. The vitreous gel undergoes liquefaction and its opacities — visible as floaters — gradually increase in number.

Various eye care professionals, including ophthalmologists, optometrists, and opticians, are involved in the treatment and management of ocular and vision disorders. At the conclusion of a complete eye examination, the eye doctor might provide the patient with an eyeglass prescription for corrective lenses. Some disorders of the eyes for which corrective lenses are prescribed include near-sightedness which affects about one-third



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### Metropolitan versus rural



### Older versus younger drivers



of the human population, far-sightedness which affects about one quarter of the population, astigmatism, and the loss of focusing range during aging.

Source: Transport Accident Commission.

So why are people crashing through shop-fronts now? After much thought I have come to the conclusion that it is faulty driving technique. Back in the dim past when I was a wild young driver with my first car and belonging to my first car club I competed in car rallies, trials, motor gymkhanas, hill climbs and quarter mile sprints. It was there I learned the "Heel & Toe" skill – you place your heel on the floor of your car slightly to the left of the accelerator and when you need to brake you swing your foot to the left without taking your foot off

the floor. In the old cars with manual gear-boxes this made for quick gear changes and the ability to double-declutch when shifting down gears.

What happens with drivers that crash is that a distraction means that they are suddenly confronted with a dangerous situation and panic taking their foot off the accelerator and stamping hard on the brake – but unfortunately they hit the accelerator again and the automatic gearbox drops into low gear and accelerates rapidly until the car is securely wedged inside the shop!

In the old days of manual gearboxes the learner driver was told "both feet down stops the car" – if he accidentally hit the accelerator the engine would rev hard but since it was disconnected from the engine by the clutch the car would lose speed.

The sort of driver one becomes as one ages depends on what sort of driver you were when at your prime and how often you drive during the week. "Sunday only" drivers have had a bad reputation since man first learned to drive. Poor drivers do not get better as they age.

There are many things that happen as we age. Reaction times increase, eyesight deteriorates, increase of deafness in the ears, and bones become brittle. The death rate of older people with broken bones increases because injuries that a younger person would recover from often prove fatal.

What can you do to be a safe older driver? First of all make sure to drive frequently – four or five days out of seven. Refuse to be distracted by the back-seat-driver, even to the point of being rude. Keep your eyes on the road. Have your eyes checked regularly (at least every two years or more frequently if you notice changes). Cataracts are a gradual clouding of the lens of the eye but you can have the lens replaced with a plastic one and return to normal within twenty-four hours.

Scared? No need as there are now multi-vision lenses for glasses and they're perfect for driving. But drivers need to beware that although driving in daylight and on brightly lit roads at night is OK, trying to drive on dark country roads at night can become very tiring and eyes take longer to recover if you are dazzled by some oncoming idiot who refuses to dip his headlights.

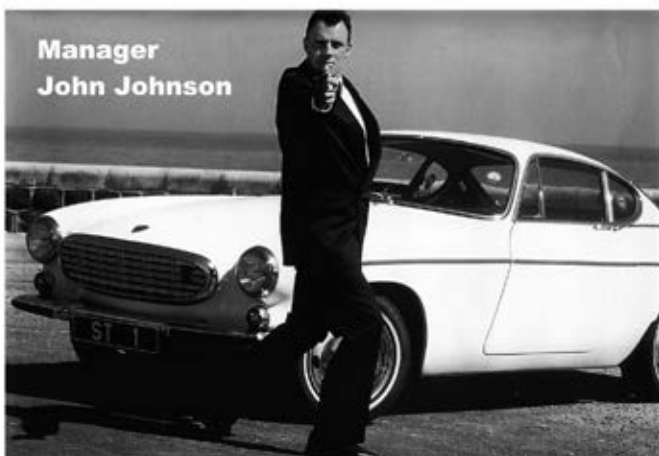
Since most cars are sealed tight and sounds are muted and the sound system is pouring out music, loss of hearing is no great problem. Just be aware of flashing red and white strobe lights and someone flashing his headlights when his horn has failed to attract your attention.

May you drive safely until the day you die quietly of other causes!

*Grumpy*



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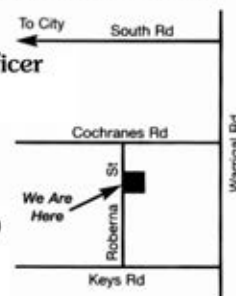


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# End of an era for the XC90

Today marks the end of an era for Volvo Cars as production in Sweden of the iconic XC90 – a car that revolutionised the global SUV sector – comes to an end after 12 highly successful years.

The story began on 7 January 2002, when Volvo Car Corporation launched an eagerly awaited new model at the Detroit Motor Show. It was a car that dealers and customers principally in America had been yearning for – the Volvo XC90.

## 636,143 XC90s produced

But all good things must come to an end. After producing 636,143 XC90s, a legend of the car world will leave the factory in Torslanda today to make room for the next generation of the XC90. The last XC90 made in Gothenburg will be driven directly to the Volvo Museum, also located in Gothenburg. However, production of the current XC90 will continue in Volvo's new car plant in Daqing later in the year, under the name of Volvo XC Classic, which will only be sold in China.

The all-new Volvo XC90 will also be produced in the Torslanda factory. The car, which will be revealed in August, will start production at the end of January 2015.

Hans-Olov Olsson, who is currently the Vice Chairman of Volvo Car Corporation's Board of Directors, was responsible for sales in the USA at the end of the 1990s. In 1998, he succeeded in convincing the company's then CEO, Tuve Johansson, that the company should invest in an SUV.

In August 1998, Volvo Cars project director Hans Wikman was commissioned to develop a proposal for a modern, 7-seater SUV that was not too large. The car project was named P28, was to be based on the same platform as the Volvo S80 and should be launched in 2002. The aim was to sell 50,000 cars a year, a goal that would be beaten by a clear margin – during the peak years 2004-2007, around 85,000 cars were sold each year. The USA has been the largest single market for the XC90, with record figures achieved in 2004 (38,800 cars sold) and 2005 (36,200).

At the same time as drawing up three design proposals, two in California and one in Gothenburg, a female reference group was brought together in California, including Swedish actress Maud Adams, to contribute their wishes and comments, as American women would make up a large proportion of the intended target group.

## 41°C in the desert

The 4th of May 1999 was an important day for the project. In temperatures of 41°C, the three design proposals were presented at Volvo Cars' test track outside Phoenix, Arizona. Senior management and some members of the future project management attended the gathering, with the aim of reaching agreement on the focus of the design. The winning exterior proposal was designed by Doug Frasher from Volvo's Concept & Monitoring Center in California, who also designed the exterior of the Volvo S80.

Hans Wikman remembers the feeling when the management team inspected the three design alternatives under the burning desert sun:

"Everyone in the project team was a little tense. After all, the SUV programme had been put on ice a couple of times before. We now had our fingers crossed that the design and the planned content would be good enough so that the management would approve it with no reservations. And that is exactly what happened."

## "We have learnt a great deal from the first generation XC90"

Now the first generation XC90 will make room for the next, a car that has made advances in terms of development and content at least on a par with the first.

"I am convinced that our customers will be very pleased," says Dennis Nobelius, who is primarily responsible for the all-new XC90. "We have learnt a great deal about the important holistic approach for everyone in the car, when it comes to following up this success."

"Our all-new XC90 is not just a natural development from an incredibly successful car, it is also an excellent example of the transformation underway at Volvo Cars, both within the company and from a brand perspective," says Lex Kerssemakers, Senior Vice President Product Strategy & Vehicle Line Management at Volvo Cars. "We look forward to a new era of success."

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## Club meeting with GRM





# BMG/C&M Tech Session

9 August 2014

The first tech session for the year was thanks to the efforts of Mark Iceton and the support of Graham Berry. Most of you would be aware that Berry Motor Group acquired Carson & Murphy and this is the first tech session under the new organisation.

Mark spent the last four weeks cleaning the workshop and clearing room for the day. With a start time of 9am, I arrived at 08:15 and found a number of members already lined up. Mark had arranged for at least three hoists to be in use plus the tune up machine and even talked Mark Richardson from VP Tuning to lend a hand.

All up we had around 20 cars which was a good result. Good to see so many of you there.

*Heino Nowatzky*





# Malmsbury and the Moto Bean Café

The promise was for a fantastic Club run to Malmsbury in Central Victoria, rain (snow) or shine and to experience wonderful food, open fires and great company at the new Moto Bean Café, owned and operated by Volvo Club of Victoria members Lachy and Laura Evens and George and Mandy Opoczynski.

Sunday 20 July dawned as a perfect day for the monthly Club run (only days before Malmsbury and Central Victoria had experienced icy winds and snow). A good turnout of 17 Volvos attended the run with a great mix of classic 100 series cars through the 200, 700, 900 series and moderns. Importantly, it was the 31 club

members and family and friends that made the day great.

After gathering at the service centre on the Calder Freeway just north of Melbourne, we enjoyed a brisk run to the Macedon turnoff and the convoy then settled onto good undulating secondary roads passing through Woodend, Kyneton and smaller communities along the way, to Malmsbury.

Several Club members from Central Victoria met us at Malmsbury for our lunch at the Moto Bean Café. Lunch provided the opportunity to relax and to enjoy great food and coffee surrounded by restored classic cars and motorcycles and auto memorabilia, all part and parcel of

the café experience. George gave us an insight into what drove them to combine their enthusiasm for good food, good building design and classic cars and motorcycles into the one venue – the Moto Bean Café.

Thanks to Club members for the good roll-up on the day, and to Lachy and Laura of Moto Bean and their staff for providing a great lunch destination and flawless service on what was a busy day for them.

*Doug Miller*

*[A big thank you to Doug for organising the run - it was a great day out! Ed.]*



# Targa Tasmania '14

We'll be uploading the rest of this article to our website. Just go to the articles section!



Andrew White / Ashley Yelds  
1961 Volvo 122s

## Targa Tasmania 2014 Leg Zero – Prologue

Welcome to our annual attempt at motorsport glory with the 2014 Targa Tasmania, a world class international motorsport event about to enter its 23rd consecutive year. This is a tarmac rally that travels over 2,000kms with over 40 competitive stages on closed roads for the true motoring enthusiast, catering for up to 300 selected cars approved by invitation.

This year is the tenth time Andy and Ashley have teamed up, and it's hard to believe the sixth year in the "new" car, a 1961 Volvo 122s built up to contest the rally in 2009. This is the first of this year's "updates" – Leg 0 ahead of another five days of racing finishing in Hobart next Sunday.



For those new to our annual Tasmanian pilgrimage, the concept of Targa Tasmania draws from classic European rallies such as the Targa Florio, Mille Miglia, Coupe des Alpes and the Tour de Corse. Targa Tasmania's heritage comes from a passionate history dating back to 1905 in Sicily, where the inaugural "Targa Florio" was unveiled. Targa Florio took its name from organizer Vincenzo Florio. Each winner was presented with a plate bearing the Florio family crest. The Italian word for plate is "Targa", hence the name, "Targa". Those rallies were last held in the early 'seventies as they were deemed too dangerous and a logistical nightmare, run as they were on public roads and through towns and villages over many days. Recreations of those events are held now only in the spirit of those heady days, with much restricted speeds and more of a social rather than competitive element as the core.

However, we're in Australia, and we're in Tasmania, both key factors that mean we have the incredible fortune of being able to drive for six days against the clock on public roads closed off specifically for competition. This is a genuine "red-blooded" motorsport competition. Lamborghinis, Porsches, Nissan Skyline GTR's, Evo's and WRX's, ..... and us in our 1961 Volvo 122s. For those who've joined us before, you'll understand why. For





the newbies, we'll try to explain as the week progresses.

The rally will be held over the next six days across northern and western Tasmania. We'll travel a total of 2,200kms as we drive from closed road section (a "stage" where we race), to the next closed road section. In full racing mode we'll do almost 700kms, with some stages as short as 6kms, and others almost 60kms. Each car is sent into a Stage at 30 second intervals.

There are two main competitions; the Moderns (the aforementioned Lambo's, GT3 Porsches, Evo's etc), and the Classics; Alfa's, Escorts, Mustangs, etc and Volvos (!) Our car will run in the "Classic Competition" for 1947 - 1985 cars. Within the Classic Competition, teams compete for Outright time (the quickest time across all the stages for the week) as well as on a Handicap basis. Handicaps are applied dependent upon age, engine size and modification, the idea being that cars driven to its full performance potential with handicap should all take an equal time to finish each of the competitive stages. But with the many variables of performance, road condition, weather and team skills it's somewhat theoretical. We'll be chasing top honours in the Classic Handicap Competition (2nd last year!) and looking closely at

where we sit in the field overall in Outright / non-handicap times, where last year we missed out on a Top 10 Outright placing by just six seconds.

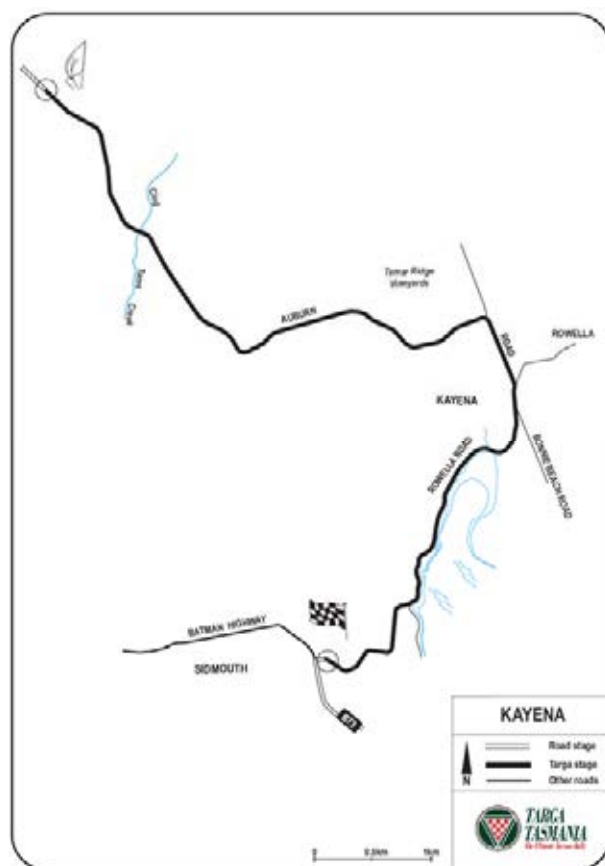
Our competition this year will be mixed and varied – four, six and eight cylinders. There's a return of the Ford Perana's (a South African Capri with a 302 Windsor V8 stuffed in the engine bay) the quickest being piloted by Touring Car Masters driver Andrew Miedecke, the lovely Brian and Linda Dermott's Torana GTR XU-1, and various others including Falcon GTs, almost a dozen Porsches, the deceptively quick Ford Anglia of Ross and Jill Steuart, and the fantastic Freestone (1948 Holden 48-215 aka "FX") hotrod and the unassuming but hard



charging Ford Zephyr of Bob and Jon Priddle. Our long-time opponents, Peter and Sari Ulrich in the mighty Jensen CV-8, who took the top of the podium ahead of us last year, are back too, this year with their "full-house" NASCAR-spec engine. Others we will watch for are a very sharp pair of Holden HQ SS sedans – looking very stock but sounding very sweet. Unfortunately, our mates the Paul and Mike Batten in their rocket ship red Volvo 544 will not be running, as a result of Mike suffering an injury in another rally last year and ex-Prodrive Paul now having landed a role with McLaren as a Development Engineer in their road car division in Europe. Paul used to show us all up with his

incredible skill and pace. His outpacing of Walter Röhrl's works Porsche Carrera over the 56km Mt Arrowsmith stage two years ago, in the wet, surely had something to do with McLaren's hiring of the star. But we've a feeling of déjà vu with what could be an Alfa whitewash: we'll have tough competition from some very quick, very well driven Alfa Romeos – the quickest (Colin Byrne / Paul Stoopman) being a team comprising a long-time Alfisti and a Paul Batten-esq Bosch Vehicle Control Systems development driver (his day job is driving cars “beyond the limits”). Just when we thought this might return to an old man's sport.

Today was the Prologue, with two stages northeast of Launceston that are used to “seed” the field - one a warm-up stage at Kayena in the countryside, another the regular town stage in Georgetown. The times over these two stages gives us our running order for the week, and are a good measure of absolute speed. On Kayena, we placed 8th, some 15 seconds off the fastest in our category (the Miedecke Perana) and 8 sec's down on the Jensen C-V8. But our time of 3:41.90 secs was enough to best the Byrne/Stoopman Alfa, albeit by just 0.03 sec's! On Georgetown the Ulrich's Jensen took line honours with us placed in 7<sup>th</sup>, just 0.66 sec's ahead of the Alfa. Overall (in all the classics) we are placed 20<sup>th</sup> which is slightly better than other years albeit some of that relative improvement comes from the missing Siddins' 240 Z (winner in 2012) and Batten's Volvo.



## TS – 00 Kayena

Prologue I - Kayena						
Pos	No	Crew	Vehicle	Cat	Pen Time	Gap to Prev
1	434	Miedecke Willson	1970 Ford Perana	4MSH	03:26.8	
2	383	Ullrich Ullrich	1963 Jensen CV8	3LMSF	03:34.0	00:07.2
3	215	Freestone Freestone	1948 Holden 215	2MSF	03:34.1	00:00.1
4	440	Gainer St George	1971 Datsun 240Z	4MSE	03:34.2	00:00.1
5	403	Dermott Dermott	1971 Holden Torana GTR XU-1	4LMSE	03:37.0	00:02.8
6	449	Woodward Gibson	1969 Holden Monaro GTS	4LMSH	03:37.0	00:00.0
7	439	Banks Douglas	1971 Porsche 916	4MSD	03:40.8	00:03.8
8	222	White Yelds	1961 Volvo 122S	2LMS D	03:41.9	00:01.1
9	487	Byrne Stoopman	1971 Alfa Romeo GTV 2000	4LMSB	03:41.9	00:00.0
10	407	Goodwin Brookhouse	1973 Datsun 240Z	4MSC	03:47.0	00:05.1

## TS – 0 Georgetown

Prologue II - Georgetown						
Pos	No	Crew	Vehicle	Cat	Pen Time	Gap to Prev
1	383	Ullrich Ullrich	1963 Jensen CV8	3LMSF	03:29.1	
2	439	Banks Douglas	1971 Porsche 916	4MSD	03:33.9	00:04.8
3	215	Freestone Freestone	1948 Holden 215	2MSF	03:37.9	00:04.0
4	440	Gainer St George	1971 Datsun 240Z	4MSE	03:41.8	00:03.9
5	449	Woodward Gibson	1969 Holden Monaro GTS	4LMSH	03:41.9	00:00.2
6	472	Meyer Redgrove	1971 Holden HQ	5SSE	03:44.2	00:02.3
7	222	White Yelds	1961 Volvo 122S	2LMS D	03:45.0	00:00.7
8	487	Byrne Stoopman	1971 Alfa Romeo GTV 2000	4LMSB	03:45.6	00:00.7
9	403	Dermott Dermott	1971 Holden Torana GTR XU-1	4LMSE	03:45.8	00:00.2
10	408	Pfingst Loth	1971 Holden Torana LC GTRXU-	4LMSE	03:46.8	00:01.0





The rally kicks off in earnest tomorrow, heading in a northwest loop from Launceston up to Devonport and back, starting at a new stage, Western Creek, then High Plains and Nook before lunch, then Moriarty, Merseylea (one of favourites), Palooona and then the 26km long Mt Roland stage to finish the day.

As with previous years, we'll provide updates as we can though the week at the end of each day, but if you don't hear from us for a day or two, it's likely we've spent the night working through a "problem" with the car to keep it in the competition. Thanks again to all our supporters for getting us to the startline, especially our primary sponsors (Heather and Sherrin), and also to our quite extensive Service Crew for this year – we're without longtime team member Terry, but have Phil Watts, Rick Williams as well as team sponsor Barry and Barb Brookes from Topperformance (Koni) out on the course providing fuels, spares, tools and smarts as needed. Trust you'll enjoy the ride through the week.



# South Australian Club



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

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



## Membership Reminder

Please note this will be your last magazine if you have yet to renew your membership with the club. Renewal forms were sent out with the AGM notification letter in mid June. If you have misplaced your form, please contact the Secretary for a reprint. Also members with vehicles on our Historics registration scheme that have not renewed their membership and / or processed their log books cannot legally drive their vehicles after 15th July 2014.

*Craig Rasmussen*  
Secretary

## From the archives...

Members may enjoy a look back at past events. A small prize to the first member to contact the Secretary and correctly identify where this event was and approximately what year!





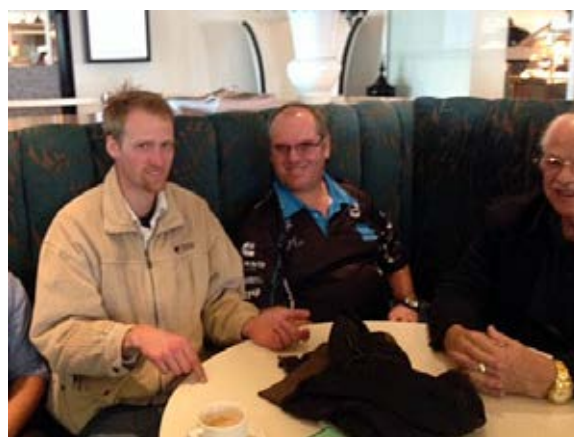
# AGM Report and Mid Year Lunch – July 14

Less than 40% of our membership turned out for the Friday night AGM held at Glandore – not a great effort. After completion of the obligatory reports, etc – the Committee was stood down and elections commenced. David announced at the start of the meeting that it was his wish to stand aside from the presidential position for personal reasons. Nominations were called and Chris Allen duly elected as President. All other committee positions remain unchanged for another year. Chris thanked David for his stewardship of the club over the past 13 or 14 years and we trust Dave and Glenys take a well earned break.

General Business saw discussion on Club display signage with Ron and Tamara presenting the club with a table top sized pull out (roller) type sign that could be repurposed. Mark Standen took on the task of generating some art work suitable for the sign.

Our proposed constitution (draft sent out with all renewals / AGM notifications) was also discussed and adopted by the meeting with two minor amendments. Ron (our Public Officer) has now lodged this with Consumer and Business Affairs and we awaiting final confirmation. Following the meeting Membership renewals were accepted and Historic Logbooks were processed.

About 10 members and their guests then attended a lunch on the following Sunday at the Walkerville Arms hotel.



## Calendar

### September

**Fri - 12 Club Meeting**  
7.30pm – Glandore Community Centre

**Sun - 28 Bay to Birdwood – Vintage**  
Watch the vintage cars go by with a lunch on the grounds of the Gumeracha Hospital. Further details closer to the date.

### October

**Sun - 19 Get together at Glenys & David's house at Aldinga**  
10.00am – Meet Victoria Hotel Carpark, Main South Road, O'Halloran Hill. Please bring a salad or dessert to share, meat will be supplied. BYO Drinks and Chairs. Please advise of your attendance by 10 October via email [coltri@bigpond.com](mailto:coltri@bigpond.com) or Tricia 0427 976 915 for catering.

### November

**Sat - 8 Christmas Pageant**

**Fri - 14 Club Meeting**  
7.30pm – Glandore Community Centre

### December

**T.B.A. Christmas Lunch – Stockwell Country Pub**  
11.00am - Meet Whitehorse Inn, Port Wakefield Road or meet at Stockwell Country Pub at 12 noon. Date and details will be advised closer to the date.

Please keep an eye out for email updates – if you are not receiving emails please contact Tricia on [coltri@bigpond.com](mailto:coltri@bigpond.com)



# UNITED FRONT

VOLVO CLUBS AUSTRALIA IS CREATING ONE BIG HAPPY FAMILY, AS CAR ENTHUSIASTS FROM ACROSS THE COUNTRY GATHER TOGETHER TO SHARE NEWS, VIEWS AND ALL THINGS VOLVO

TEXT BY KRISTIE KELLAHAN PHOTOGRAPHY BY ROGER PEARSON

Cars are not the only thing members of Volvo Clubs Australia have in common: there's an undeniable flair for fun, too. And with more and more people turning up to enjoy parties, motor shows and touring – and that's just for starters – it's no wonder that individual clubs throughout the country are joining forces to host fabulous, larger scale events.

It all began in 1997 when a few individual clubs met up to share their Volvo experiences. Triggering a great social spirit, these get-togethers quickly evolved into what every member can enjoy today: a true Volvo community. And the benefits are multiple, as former Volvo Clubs Australia President Ralph Diaz points out. 'It seemed silly for us to work as separate entities

when we all have the same passion. By getting together, clubs can share and enhance their talents. For example, clubs with a strong history of motor racing can offer valuable advice to those that have less experience in this field.'

Together with the support of Volvo, the past couple of years have seen the clubs' presidents – and members, of course – work hard to develop these communal events. And it's not just the subject of motor racing that brings people flocking. National rallies are another successful by-product. The first was held in 1999 and even though it was hosted by the Volvo Club of NSW, it was extremely well attended by members from all over the country. As was the Volvo 1800/120 Club Australia's crowd-pulling Rally 2000 at Mudgee.

Next year promises to be equally exciting and enthusiasts can look forward to the Geelong event, which will be held over the Melbourne Cup weekend. Hosted by the Volvo Club of Victoria, it will include car displays and gala dinners. However, more importantly, it will offer the chance to meet fellow Volvo-lovers and as Lance Phillips, the new President of Volvo Clubs Australia, is keen to welcome enthusiasts of all ages and models, maybe it's time you joined the club, too. ■



LATEST RECRUIT: NEW PRESIDENT LANCE PHILLIPS IN HIGH SPIRITS (AND FANCY DRESS!) WITH NSW PRESIDENT DOLLY DIAZ

## CONTACTS FOR VOLVO CLUBS AUSTRALIA:

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- Volvo 1800/120 Club Australia: Kay Bryant, 39 Waddiwong Road, Coomera Shores, Qld 4209. Tel/fax: (07) 5573 3609; email: kpbryant@bigpond.com.au
- Volvo Club of Queensland: Helen Hunt, P.O. Box 216, Labrador, Qld 4215. Tel (07) 5529 2512; email: hghunt@onthenet.com.au
- Volvo Club of NSW: Dolly Diaz, Unit 3/232 Shellharbour Road, Warilla, NSW 2528. Tel: (02) 4296 7878; fax: (02) 4297 0730; email: volvo@connectivity.net.au
- Volvo Club of South Australia and Volvo Club of Western Australia: David Bennett, P.O. Box 218, Torrensville Plaza, S.A. 5031. Tel: (08) 8346 1104; fax: (08) 8346 9754; email: bendave@senet.com.au
- ACT Volvo Club: please contact Volvo Club of NSW (see above).

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## Volvo 1800-120 Club Australia Inc.

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

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### Membership

Joining fee .....\$5.00  
 Annual Membership .....\$35.00  
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Life Members: Kevin & Margaret  
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128 Members



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

## President's Report

These days, the internet is all consuming and rules our lives. There are, though, some good things about the web, one being the great access to global markets through sites like eBay.

I think the classic car market has come alive because of this.

I see European and American sites with plenty of *our cars* for sale. The prices seem to vary widely depending on condition, history and so forth.

There is always a strong representation of 1800s and 120s for sale on these markets. Some are in unbelievable condition, others basket cases.

The same would apply here, in Oz, but have you noticed the lack of either 122s or 1800s for sale in this country presently? (And we are not mentioning 123GTs). It is also my observation that people generally in their pricing of cars do not know the market.

I find this curious, as in my line of work, we are often relying on experts to value things. I wonder what an "expert" might say about the value of a particular 1800/120 in this market, or for that matter, who such an expert might even be. A few names do spring to mind, but then I digress.....

This brings me to the point – if you can't find the car you want nearby, or even in this country for that matter, is it worth considering importing a car from the USA or Europe? This has been something I have grappled with, as I would like to buy a PV444 at some stage. The obvious problem is supply – the PV444 was never officially sold in Australia.

The dilemma is that it really is not economical to fly abroad just to look at a car, (and not to mention the huge cost of shipping) and presently work commitments do not allow it. Nor will they, for the foreseeable future. So would you buy a car sight unseen? I usually like to stand in front of a car before I buy. A car talks to you when you see it, and sometimes you just don't get the right message.

**Until next time, keep dreaming, you never know what might be just around the corner.....**

**Volvo for Life**

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



# A TALE OF TWO CARS

***Tis a far better thing I do today than I have ever done,*** I have bought a new Volvo! So said James Dillon in 1967, June to be exact, in Calgary, Alberta, Canada. Why a new Volvo isn't entirely clear - he was not Swedish, nor did he have any Swedish friends, nor did he know any Volvo owners, but he did go by a Volvo dealership on his way to and from work each day and his old VW was crying for retirement. There it was, in the showroom window so clear - a new red **123GT!**

And so began what has become a 47 year association with Volvo. But 1967 was a year of doing things and within a month he had met Noela and by year end they were married, some say the two events were to celebrate Canada's 100th birthday.

1968 saw many runs for the pride of Sweden; across the prairie flats to Regina where James was from - the said trip became known as the "midnight run" out of Calgary after work to arrive in wheat belt capital to the east about 3am encouraged on by the moon's glow on the crops or in the winter the brilliant hues of the aurora borealis.. Other runs included many to the Pacific Ocean to visit Noela's aunt at Seaside Oregon where the 123GT shows off its profile at ocean edge in 1968.



A year later Noela and James decided it was time to travel to "meet the parents" for James, Noela being from Brisbane. As funding was tight, they decided to sell (you say sell) the 123GT to cover the trip taking a VW in exchange. On return to Calgary, again driving past that Volvo dealer, but with blinkers on, life went on, until a new job offer, but this time in Ottawa - 2236 miles to the east and it was winter. What to do given the heater strength of an old VW to challenge the cold of a Canadian winter. Problem solved - VW and all, took the train.

Life in Ottawa settled in, but would you believe it, James work place was only two blocks from another Volvo dealer. Many lunch hours were spent just walking by until one June 1972 noon hour, two new vehicles appeared- one British racing green and one Gold- sort of sporty but of the grand touring nature.

You guessed it, they were 1800E. models. Then the discovery they were the end of the line, in fact manufactured in April 1972. What to do? Another ***far better thing to do*** moment and the Gold beauty was ours.

Great expeditions followed- to Quebec City on the east, Cape Cod and Boston to the south, along Avenue of the Americas in New York, the Jersey Turnpike, the spring blossoms of Washington DC, the battlefields of Gettysburg, past Hershey Chocolates in Pennsylvania, parking under the CN Tower in Toronto, in the spray of Niagara Falls, attending Formula 1 races in Montreal, etc, etc., the 1800E conquered all.

James becomes a member of the Volvo Sports America Club and would you believe, where the car was parked in an underground Ottawa heated garage, it was assigned a spot but two away from a 1971 E of the same gold colour. One had to look at the wheels to tell the difference.

The Gold beauty had no difficulty with the Canadian winter. After all it was just like home in Gothenburg. However, three modifications became necessary. First, a block heater to send that little stream of currency through the oil pan to assist with starting; secondly a Vital rust proofing on the underside- a black goo or sorts to fight off the salt of the winter streets; and thirdly Michelin X snow tires with studs (and sometimes a bag of sand in the trunk (sorry - boot)) to add weight when attacking snow drifts.



The 1800E displays expensive taste by demanding 100+ ultra high octane gasoline just like those show off Corvettes and Thunderbirds of the day.

By 1975 another job offer, but in Vancouver, some 2886 miles away. Here we go again, but this story is different. We keep the car, we drive and we transport the valuables - plants and liquor with us! A good six day run through the wilderness of northern Ontario, across the vast plains of the prairie provinces, up and down the rockies and coast mountain ranges and we settle into life west coast style in North Vancouver. By 1976 we now have a house with a carport for two - why not, the Volvo is retired to weekend duty and a Mazda 626 takes on the daily grind. Weekend and longer adventures take us south along the beautiful US Interstate 5 corridor and parallel US101, through the wine lands of the Sonoma and Napa Valleys, past the the Laguna Seca track , across the Golden Gate Bridge into San Francisco, along Big Sur country to Hearst Castle, hello to Clint Eastwood in his cafe in Carmel, and many trips again to Seaside Oregon where the new kid on the block has to pose seaside to match that earlier shot of the 123GT.

*Continued next page*

## Volvo 1800-120 Parts

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**George & Vicki Minassian**

Ph: 07 5524 7158 - mobile: 0418 225121

Email: [george@volvo1800-120parts.com.au](mailto:george@volvo1800-120parts.com.au)

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*Continued from previous page*

Many trips south were during the oil crisis when all US highways became 55mph. Two 5 gallon containers of Canadian gas became the norm (as there was no Canadian shortage). On one trip I remember getting 47mpg! Many trips inland on the Trans-Canada, I 90 and I 84, their signs became familiar guides. Another trip was a month after the Saint Helen's explosion near Portland. The fineness of the volcanic dust was a worry and the site, even from the highway was beyond explanation.



Fast forward to 1987, and James discovers the 1800-120 Club and perhaps becomes its first North American member. The 1800E now has near 60000 miles on it, and no - not another move, but this one with complication far more serious than just miles. Now an ocean has to be crossed and another **far better moment** in 1988. And so it happens, Noela and James head east to a contract in Al Ain, United Arab Emirates, in the desert on the Omani border. A personal Honda Accord and company Mercedes 280SE provide the transports needs while their worldly possessions have an ocean voyage to Brisbane.

We reunite with all possessions in late 1991 and settle in Red Hill in Brisbane and another Mazda 626 handles the daily chores while the 1800E remains in storage first in a Robertson facility and later in Chelmer where another double carport invites it home.

By 2003 it is time to act, and Gary Comerford and his magic gets the Gold beauty running, and no, not again - another move this time to Warwick. While only 160km away, not the best of locations to deal with compliance/registration issues. Neil Summerson and his mechanic Wayne graciously come to the rescue - what a challenge, perhaps the first LHD 1800 Volvo ever registered in Queensland, but they succeed with restricted plates and the car is delivered to Warwick. No more carports for this beauty - now a garage of its own.

Time marches on and age takes its toll (James- not the car) and by 2010 its only run had been in 2007 to help celebrate Noela and James renewal of vows on their 40th anniversary. James health is not the best and the 1800E collects dust in the garage.

And so as we enjoy life in 2014 the 47 years of Volvo allegiance has come to an end as the Gold one is put up for sale and the task of revitalizing falls to Ron Porter of Toowoomba to be part of another Volvo story. Visiting rights are part of the deal!

If only we had kept the 123GT and maybe challenged IRV, not in miles but in years of ownership from new for the two stars of our club.

***James Dillon, Warwick, Queensland - May 2014***



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

Are you a cool dude?

It is my experience that our Volvos have well dimensioned cooling systems, and so if the system is in good shape, then overheating won't be a problem. Even in a modern car, your cooling system essentially consists of a radiator, coolant, pipes and temperature control.

Although an aim of the system is to prevent your engine overheating and eventually seizing, it also should perform the task of maintaining the engine at the most efficient temperature for operation. The use of liquid is the best way to achieve this, which I believe is why Porsche moved away from its air-cooled engines, to liquid cooling because this allows better temperature control.



### **Radiator**

Check that the fins of your rad are not blocked. While you are at it, make sure that the fins are not so old that they are crumbling – the core won't be too far behind if so. Be careful if you have a plastic tanked rad – these break!

Your rad will also have a fan of some sort. Are the blades smooth and undamaged? If a thermo-fan is used, does it work and does it switch on and off at the proper temperatures?

Consider later designs made from aluminium, or with greater core sizes if your vehicle is subject to heavy loads like air con or towing (or massive Webers!)

### **Coolant**

For goodness' sake, don't just rely on H<sub>2</sub>O. Water will promote rust and corrosion and unless it is supplemented with some sort of glycol, is not as

efficient at preventing boiling. Keeping it clean also ensures your water passages are clear, so there can be adequate flow (and hence heat transfer).

I have also heard there is now a "waterless coolant". This won't boil at normal operating temps and really seems the way to go.

### **Pipes**

Your pipes will be rubber or metal. The rubber will go off in time. It will either go hard and crispy, or soft and soggy. Either way, it is an explosion of liquid just waiting to happen if so. Squeeze them and check them over. Metal pipes can give out too. Look for telltale signs of coolant as your notification.

### **Temperature Control**

Your thermostat is an often overlooked bit of kit. This is critical for regulating temperature. Pull it out and replace it if there is any doubt, as they are cheap. If it is coated in gunk though, you'd better perform a full service on your system, as there is bound to be other problems.

So having done all of the above, your Volvo should be running cool as a cucumber!





# VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 122S (1966)

OWNER : Craig Davidson

TYPE: 12234HL

CHASSIS NO: 214848

COLOUR : 46 (Cherry Red)

UPHOLSTERY: 168-503 (Black Vinyl)



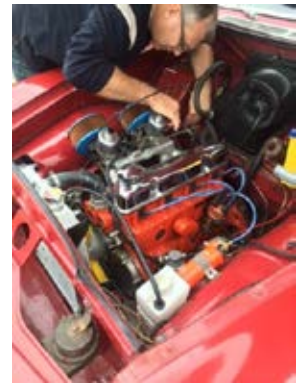
If you don't immediately notice the blaring OTT thing about Craig's car, then you'd best make an appointment with your optometrist.



The rims are "Foose" mags, originally for a Mustang! Much better used to keep an old Volvo going, rather than a Ford, IMHO.

Craig has owned his car for about 3 years now and purchased it from a seller in Sydney. He has done quite a bit of work to it, including radiator, those shiny rims, fuel and water pumps, and cleaning out the crud from the fuel system that seems to plague these amazons.

He has replaced the bumpers, carpets and kick panels, and has fixed up the SUs. It didn't run when he got it, so he has done well.



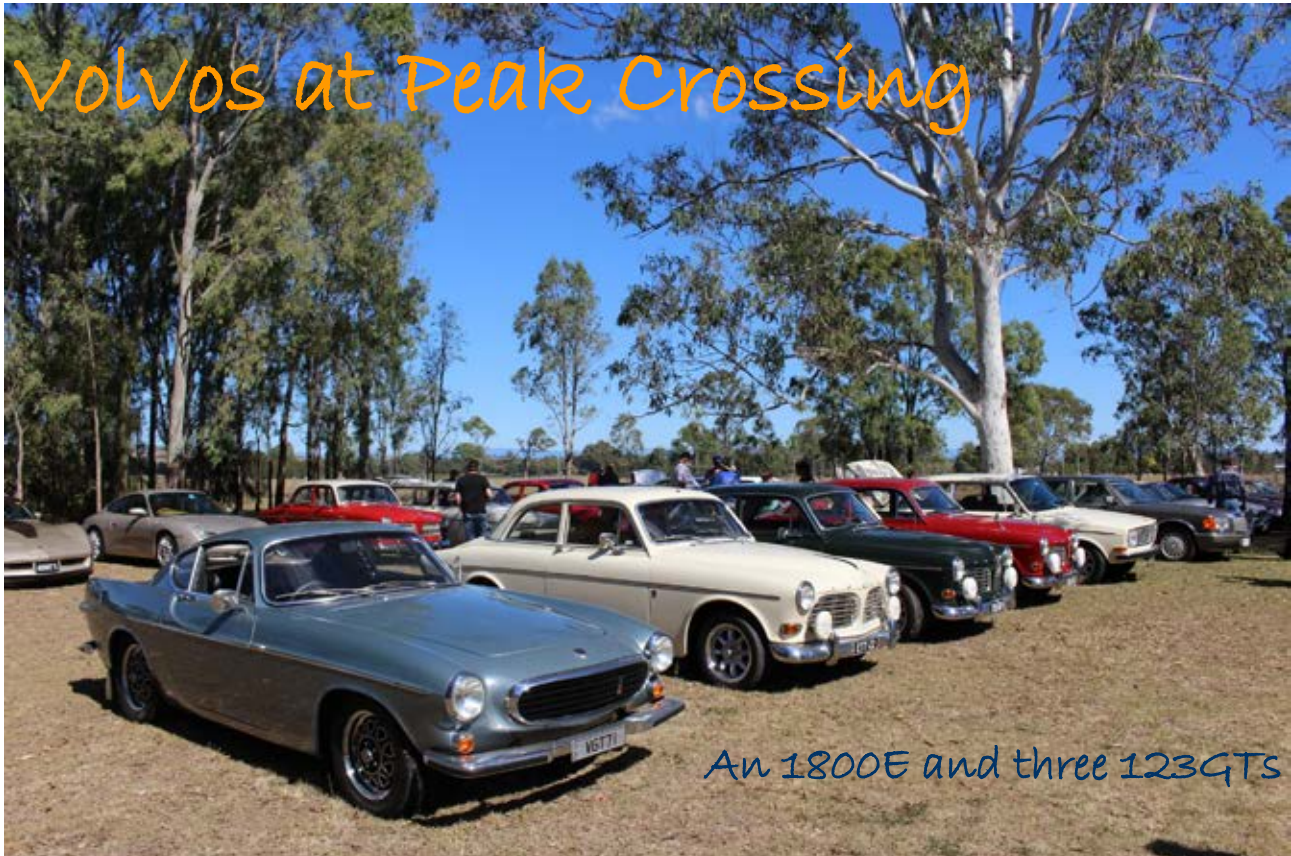
For those of you who don't know, Craig is married to Laurinda (nee Luckman), so it's not hard to see where the Volvo influence comes from!

Into the future, Craig has nice boy racer plans of Webers, lowered springs and so forth. Smokin!

It's good to see a new member in our club also. Keep up the good work, Craig. I hope you are enjoying your 122!







**Sunday 17<sup>th</sup> August 2014 at Peak Crossing**

The lead up to Neil's big event was filled with uncertainty as the skies had opened up and we had a deluge! Neil and Jenny Summerson had arranged, via their local Rotary Club, a super event for a Sunday at their lovely Peak Crossing property. I am sure the Summersons breathed a sigh of relief when they awoke to see blue skies!

We had in attendance about 15-20 Volvos. We were invited to attend with other clubs, not the least of which included the Alfa Romeo Club, the Fiat Club, The Corvette Club and the Jaguar Club.

I estimate there were some 60-70 cars on display. It felt like an episode of "Wheeler Dealers" because we had quite a number of iconic cars present eg Citroen DS, Porsche 993, several Corvettes, Jag E-types, and even an enormous Cadillac Coupe and a Zimmer!

The event was a superb day for all those who attended, and promises to be bigger and better next year! Thank you Neil and Jenny, always gracious hosts.

**Robert Bakker**





**Volvo 1800-120 Club Australia Inc.**

George,

Just a note regarding the 122S Amazon that I owned before the 1964 1800S.

It was a 1964 122S engine number 73268 bought from Laurie Mason, Holland Park, Brisbane on the 11th October 1964. Registration was NSW DMA626. The car was one of three used in the Round Australia Rally (Ampol)

Enclosed is a photo taken at Lowood 24/10/1965. The car was raced at Lowood and drag raced at Castlereagh Drag Strip 1964-65.

Car was sold to Swedish Motors in Sep/Oct 1967. Believed to have been written off in Western Australia, being used as a survey car for the London to Sydney Marathon Rally.

**Russell Arnold**  
**1964 1800S**  
**Chassis #12369**



**Volvo 1800-120 Club Australia Inc.**

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## Volvo 1800-120 Club Membership Application Form

Name of applicant (s) .....  
Postal Address .....  
.....  
State.....Post code.....  
Telephone No. A/h.....B/h.....Mob .....  
E-mail.....

### Car Details:

Model (e.g. 122s/1800s).....Year.....Rego No. ....  
Type No.....Chassis/Body No.....  
Car Colour/code.....Upholstery Colour/code.....  
Engine type.....Engine No.....Transmission.....  
Extras Fitted.....  
History (Please supply all known history, photos (you can email these) and old rego numbers, if possible, of the car for the Club Register) .....

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

**I enclose \$40 for membership for the financial Year 2014/15**

**Very Important:** For bank transfers,  
please make sure you **include your name (not 'club membership!')** as the reference.

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

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

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

## Club events for 2014

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

Events Directors: Gavin Janson and Maida Skaarup

### Club events for 2014 in S E Queensland

#### September

##### **Sunday 21st**

Lunch at Flutterbies Cottage Café at 123 Coolman Street, Tyalgum NSW

Contact Gavin [gavinjanson@yahoo.com.au](mailto:gavinjanson@yahoo.com.au)

#### October

**Sunday 5<sup>th</sup>** **Noosa Beach Classic Car Show** Lions Park, Noosa Heads.

Please contact Maida [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

#### October

**Sunday 12<sup>th</sup>** **Drive** to Samford for early breakfast at the Flying Nun and picnic lunch and bush walking at D'Aguilar National Park. Meet at BP station, 249 Morayfield Rd, Morayfield.

RSVP to Maida before Sept 28<sup>th</sup> email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

#### October

**Sunday 26<sup>th</sup>** **AGM** and lunch at Deb & Dave Korasz

**BYO** drinks and picnic chairs. RSVP to Deb by Oct 15<sup>th</sup> email [dad3chiko@gmail.com](mailto:dad3chiko@gmail.com)



# Gender split roads: sexist or smart?

Creating discussion on road safety is always a good thing. But apart from the realities of financing, space and a plethora of other issues, are ideas like this actually smart or are they just sexist? You could argue that this argument could be expanded to encompass learner and provisional drivers, the elderly and perhaps even those with glasses. And at risk of poking fun at ourselves, maybe even Volvo drivers? Have a read of the Sheilas' Wheels (a female focused insurer that's ironically in Britain) proposal below and let us know what you think!



A proposal to create safe, new, women-only lanes on Britain's most dangerous roads

Female focused car insurer Sheilas' Wheels has recognised the need to make UK roads safer for women drivers and have identified PinkZones, a concept that would see separate lanes for female drivers on UK roads, as a potential vision of the future.

The proposal came as the result of a number of reports showing how women are vulnerable on UK roads. Figures from Department for Transport (DfT) released in 2012 show men were involved in 114,190 traffic accidents compared to just 70,470 for women, but 53% of women involved in a traffic accident are badly injured, compared to just 38% of men.

DfT statistics also show a total of 1,713 road deaths occurred in Britain in 2013. Motorways, where PinkZones could be rolled out at relatively low cost, show deaths for both sexes rose to 100, up from 88 in 2012, marking the first increase in nearly a decade.

The latest government statistics for 2013 show men are four times more likely to be convicted of a motoring offence on British roads than women.

To counteract these issues, the PinkZones design concept proposes two new types of roads. The first recommends demarcating lanes for women drivers on the existing road network, while the second puts forward the creation of women-only flyovers above some of Britain's busiest roads. The accompanying images show these in greater detail.

Separate lanes for women on roads would not only increase safety, but also would remove them from a potentially dangerous environment. PinkZones would be designed specifically for female drivers to enhance quality of life.

Speaking on the concept, Andy Sommer, spokesperson for Sheilas' Wheels said: "As the UK's leading car insurer for women, Sheilas' Wheels is serious about creating a safer road network for female drivers and we believe a discussion about how best to achieve this is long overdue."



"While PinkZones may be a futuristic concept, there does need to be acceptance in Government circles that women and men drive very differently and solutions identified for how we manage that."

Peter Rodger, Chief Examiner, at Institute of Advanced Motorists said: "While PinkZones may be something of a utopia for female drivers, there's clearly a need to identify how to provide a safer

driving environment on the road. Driver safety is a paramount concern for us and we're in favour of promoting further discussion about how to tackle the gender differences in driving to make it safer for all road users."

With the Government recently earmarking £70 billion for transport infrastructure spending, reallocating existing road space to women drivers could be relatively cost efficient. For example, it is estimated that creating women only lanes on the entire motorway network would cost £250,000

per km, requiring an investment of £880 million, 48 times cheaper than HS2 and around 18 times cheaper than Crossrail.

Researching into the concept, a survey conducted by YouGov on behalf of Sheilas' Wheels found 68% of those polled said they would support separate lanes for certain drivers, with only 11% believing that men in the UK were safer on the roads than women.

[www.pinkzones.com](http://www.pinkzones.com)

# Volvo Car Club of NSW Inc.

## President's Patter



Well there sure is a lot going on in our lives at the moment- In the first place of course is the 2015 National Rally. There is a lot on the committee's plate to make sure this is the rally that we have been told by an interstate club executive is; "NOT TO BE MISSED".

I would really like every member of all clubs in Australia to consider attending, mainly due to Pelle Petterson and Irv Gordon being present, and we are at this point in time talking to Volvo's new director of Volvo Heritage who has indicated he would like to attend also!

Financial constraints are always an issue with making a commitment to attend a rally and I fully appreciate this having had a very expensive business education experience back in the 90s that prohibited us from pretty much doing anything or going anywhere.

If accommodation is an issue please ring me and our committee will organise a house stay with one of our members. If you want to attend then we will do all we can to make it happen.

There are a million things to be done to get the venues booked and the accommodation secured. The venue wants numbers now – for rooms so that they can lock them in – so if you want to stay at the main venue then get in your Expression of Interest – but more – confirm a booking.

As part of this being a National Rally, our committee would like the presidents of all the Volvo Clubs attending to participate in the program so expect to be asked to do some job.

In second place maybe is what is going on in the wider world – it is hard to get one's head around 289 people just hopping onto a plane like all of us have done so many times at the start of or part of a holiday and some group of barbarians thinks they have some sort of rationale to explain the cold blooded murder of these people. I can't! Have we evolved at all?

So it brings me back to making sure that I am thankful for the things we can do and that we enjoy doing. Now I am not saying I don't have other interests – but one of the main interests for me is our Cars and our Volvo Club. I cannot tell you how much I enjoy the companionship of our members and our monthly meeting. These are our friends.

We see them more than we do our 'other' friends and do more by way of the monthly events.

Thirdly I have to say how much pleasure I am getting from the restoration of the 97 Yellow P1800. It does not have a name as such but 97 Yellow will do for the present.

I hope every club member realises what a fantastic resource we have in the club membership – people like Gerry Lister, George Minassian, Jon Johnson and many others.

In the process of the restoration I am also finding new people contacts for other things –

I recently met a local auto electrician who in turn directed me to a radio installer and also a metal polishing supplier who couldn't be more helpful. So many people just happy to help.

I should tell you that there will be parts that go into a Falcon GTHO fitted into 97Yellow. How about that!!

So I tend to cocoon myself in these tasks (not all the time as we, wife included, do many other things) but being Club President, a Club member and restorer /fiddler-with of cars, keeps me sane in what seems to be a world – or a large part of it – that is increasingly going insane.

See you on the Highways of Life

**Ted Warner**

## Committee 2014



**Affiliate of the  
Council of Motor Clubs**

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

## Monthly General Meetings

**Greyhound Social Club**

**140 Rookwood Road, Yagoona**

First Wednesday of every month from February to December.

6pm for a social dinner, and 8pm meeting start.

Call Jules on 0409 161 357 if you get lost.



# NSW Club Social Calendar



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

## Saturday 20 & Sunday 21 September

### Richmond to Bathurst Run Weekend

Second time around for this event as well and another popular event. We will be fine tuning the details soon so keep an eye out in the next issue and on the website.

### Sunday 26th October - A Day at the Races

Stuart has organised a great day out for us at Menangle Park for a day at the trots. The cost for the event is \$45 which includes, entry, free parking, race book etc. We will be housed in a swish marquee right near the track, with all the trimmings and a buffet lunch. A little luxury never goes astray. So, let me or Dani know if you're interested as soon as you can because spaces are limited to 20 people.

### Saturday 29th November - Christmas Party

The party this year is to be held at the Neale Residence in Pymble.

We opted for something more personal as last year at the Motorboat Club felt a bit flat and disjointed. The room was too big; we were too spread out and the atmosphere was lacking something so, we decided to go back to having it at a members home. The best parties we have had in the last few years were at the Thompson residence. This formula worked so we're going back to it, but at a different venue. Syd and Dani Neale have very kindly opened their home to us this year. So make sure you put this one in your diary.



## Model Gurus

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

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

# Volvo P1800 – Most Wanted Cars 2014

26 Jul, 2014 7:00am Reproduced from Auto Express UK

Part two in our top 10 Most Wanted Cars is a new Volvo P1800 coupe. This is how it could look...

The Volvo P1800 remains one of the most stylish cars Volvo has ever made and when we asked readers which fantasy cars they most wanted to see built, a modern take on the Volvo 800 was a hot favourite.

Best known for its prominent role in the TV series The Saint, the Volvo P1800 is one of the Swedish manufacturer's most famous and elegant designs.

## Best Coupes - New Car Awards 2014

Launched in 1961, production of the P1800 lasted 12 years during which time almost 50,000 models had been sold. The first models to roll off the production line were powered by a 1,800cc engine – hence the name – producing around 100bhp, sending power to the road via a four-speed manual gearbox.

From 1961 the P1800 was actually assembled at Jensen Motors' plant in West Bromwich, West Midlands, until 1962 when production was switched to Sweden. Volvo claimed the move was to try and boost sales but owners of earlier models believe it was in fact down to quality issues.

The success and influence of the P1800 can still be seen in modern day Volvos. The latest Volvo Coupe Concept unveiled at the Frankfurt Motor Show in September last year, drew heavily on Volvo's heritage and in particular the P1800. The chrome grille and front splitter on the concept are cues clearly taken from the sixties coupe.

Rather than create a P1800 influenced model, our exclusive image shows a direct successor to the coupe. All of the classic lines and features from the original remain, such as the circular headlights and swooping rear end.

## Volvo P1800 (1961 – 1973): the history.

Has Volvo ever built a better-looking car than the P1800? The Pelle Petterson designed machine is certainly a front-runner in the Swedish manufacturer's style stakes.

The curvy two-door coupe with its trademark chrome swoosh connecting headlights with side window line is a design tour de force that Volvo is still trying to emulate today with cars like the Concept Coupe.

It was built in the UK by Jensen Motors until 1962 when production moved to Gothenburg in Sweden. Just under 40,000 P1800 coupes were produced in total including the one Roger Moore made famous in The Saint TV show. There were also 8,000 estates.

The P1800 arrived in 1961 appropriately powered by an 1,800cc 100hp engine developed from a V8 unit found in Volvo trucks at the time. More power arrived in the shape of the P1800S in 1963 (115bhp) and the P1800E in 1970 (130bhp). The P1800ES was a striking shooting brake estate version launched in 1972.





## Christmas in July



There was a great turnout at the Neale's place for Christmas in July.

Ted & Jan arrived early on the Sunday to help out and what a great job was done with heaps of yummy food laid out waiting for the crowd.

When we arrived the barbie was smelling terrific and I'm sure Gerry felt his mouth water at the thought of that lovely meat. I took in the lovely salads.

The dining room was all set up for indulging in the Christmas meal and was complete with a roaring open fire. It was a convivial setting and it certainly looked as if everyone was enjoying the food and the conversation. I believe we are returning there for the Christmas party in December.



# The 142 & the AROCA Rally

We rallied for 600 plus ks for the day and the 142 didn't miss a beat.

My daughter likes the navigating gig, she's very competitive. Although she got a bit cranky when we got lost. We still can't work out how we did it. We did get a clean run in the afternoon though. She wants a trophy so, we had better start practicing. I'm glad I have no idea where I am. I just drive.

The 142 went well I'm pleased to say. But, I have a bird chirping under my dash. I can't imagine what is causing that noise. So, some fun for me later tracking it down. I need to attend to a noisy diff as well, but otherwise it was all good.

I had a few Porsche guys behind me for a bit. They liked the car, especially as it wasn't smoking like the Alfas. I thought I would be shattered by the end of the day, but I pulled up quite good, surprisingly.

I need to keep my ears open for any 140 go fast bits as well. In all we had a really good day.



**Joe Cilia**



## At the Birmingham Motor Show.....





# On a lighter note... by Jules

## Men Are Just Happier People --

- What do you expect from such simple creatures?
- Your last name stays put.
- The garage is all yours.
- Wedding plans take care of themselves.
- Chocolate is just another snack...
- You can never be pregnant.
- You can wear a white T-shirt to a water park.
- You can wear NO shirt to a water park.
- Car mechanics tell you the truth.
- You never have to drive to another gas station restroom because this one is just too icky.
- Same work, more pay.
- Wrinkles add character.
- Wedding dress \$5000. Tux rental-\$100.
- People never stare at your chest when you're talking to them.
- New shoes don't cut, blister, or mangle your feet.
- One mood all the time.
- Phone conversations are over in 30 seconds flat.
- You know stuff about tanks.
- A five-day vacation requires only one suitcase.
- You can open all your own jars.
- If someone forgets to invite you, *he or she can still be your friend.*
- Your underwear is \$8.95 for a three-pack.
- Three pairs of shoes are more than enough.
- Everything on your face stays its original colour.
- The same hairstyle lasts for years, even decades.
- You only have to shave your face and neck.
- *And, best of all, you can play with toys all your life.*



## The Definition of Old.....

- I very quietly confided to my best friend that I was having an affair. She turned to me and asked, "Are you having it catered"? And that, my friend, is the definition of 'OLD'!
- Just before the funeral services, the undertaker came up to the very elderly widow and asked, 'How old was your husband?' '98', she replied: 'Two years older than me'. 'So you're 96', the undertaker commented. She responded, 'Hardly worth going home, is it?'
- Reporters interviewing a 104-year-old woman: 'And what do you think is the best thing about being 104?' the reporter asked. She simply replied: 'No peer pressure.'



Somehow, you  
always knew in your  
heart that it was out  
there  
.....somewhere....  
didn't you!



# The state of the finances for the Victorian club; 2013-14

While others have been polishing cars, tinkering with mechanical bits, watching V8s race, or selecting which hat to wear for upcoming Springtime outings, one solitary soul has been heroically, or so it seems to me, doing the club's financial reporting. (In any case, I already know what hat I will be wearing.)

After many years, good citizen Jim Dix has retired from the field and is no longer available to audit the books. So, thank you Jim for all your patience, thoroughness and good work. It has been much appreciated and valued by the club, and especially me. Good luck with your happy retirement too.

Without Jim to do the books for the club, we commenced looking for a replacement auditor. As part of our discussions, we discovered that we no longer need to be formally audited (unless the membership expressly requests that this happens). As we have a value less than \$250,000, according to the rules an audit is not necessary. Therefore, the reporting of the clubs finances now falls to the Treasurer. So, what can I tell you about the financial year ended June 30, 2014?

- As at June 30th 2014 we had a balance of \$10,535.48 in our bank account. We also had assets valued at \$384, giving the club total assets of \$10,919.48.
- The assets we have are; the club trailer and the sign writing on it, furnishings, the BBQ for the trailer, folding tables, additions to the trailer, the trailer jockey wheel, and the laptop computer. Purchase prices for these total \$3597. They have been depreciated over the years such that at the end of the previous financial year they were valued at \$510. I applied the same rates of depreciation as had previously been applied by Jim Dix to arrive at a current value of \$384.
- The profit and loss statement, shown below, reveals that the club had a total income of \$22,938.06 and total expenditure of \$21,275.43 giving a net ordinary income (I don't know what an ordinary income is, but the accounting package calls it this, I think it might be some kind of surplus) of \$1,662.63. After 'other expenses' are included net income is given as \$1176.03. This I think means we had a surplus of this amount.
- The 'Other expenses' totalled \$486.60. These consisted of the following five payments:
  - o \$100 for AOMC rule books related to the Club Permit scheme for purchase by club members
  - o \$125 refund paid to a member who inadvertently overpaid their annual subscription in an electronic transfer of funds
  - o \$35 for 50% of the cost of the Post Office Box at Moorabbin, which we share with Voldat
  - o \$47.60 to VicRoads for the trailer registration
  - o \$160 to Consumer Affairs, which was paid when we submitted the new constitution of the (club as required under new rules).
- Finally, I do not understand why in the income there are two lines for membership renewals; 'Memberships' and 'Subscriptions'. My understanding is that they are the same thing. This is, therefore, a mystery.

Any questions? Please feel free to ask me.

Happy motoring to you all. And in case you are curious, I shall be wearing a new Akubra come Spring.

Adrian

## Ordinary income

Magazine advertising	\$2,195.66
Magazine contributions	\$6,374.18
Memberships	\$2,040.00
National rally	\$50.00
Night meeting cash donations	\$551.25
Other income	\$4,000.00
Subscriptions	\$7,440.47
Sales	\$286.50

<b>Total income</b>	<b>\$22,938.06</b>
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## Expenses

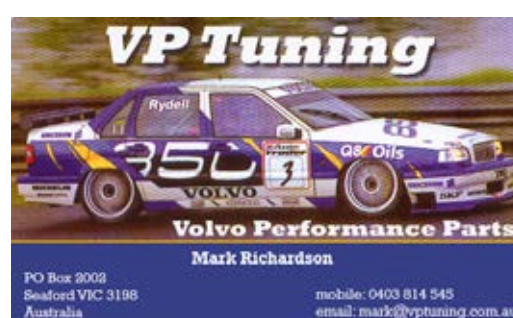
Audit	\$381.40
Bank service charge	\$120.00
Christmas lunch (bar tab, and meal subsidies)	\$401.00
Dues and subscriptions	\$200.00
Food, drinks and nibbles	\$762.94
Gifts and donations (this was to the other Volvo clubs as part of Volvo Australia's support)	\$3,000.00
Hall hire	\$300.00
Insurance	\$647.36
Magazine publishing	\$7,316.00
Office supplies	\$29.50
Postage and delivery (of Rolling)	\$3,849.78
Printing and reproduction (of Rolling)	\$3,432.00
Trophies	\$637.45
Web page	\$198.00

<b>Total expense</b>	<b>21,275.43</b>
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<b>Net ordinary income</b>	<b>\$1,662.63</b>
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Other expenses	\$486.60
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<b>Net income</b>	<b>\$1,176.03</b>
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# Classifieds: Cars and Parts

**FREE ADS for club members.**

**\$5 fee applies to non-member ads (+\$5 for photo) - fees waived at the discretion of the editor. Please notify the editor when vehicle or parts are sold. Editor reserves the right to edit or withhold ads if necessary.**

**NOTE: All standard classified ads will run for 2 issues. If you want to re-run your ad after 2 issues or cancel the ad after the 1st issue, you MUST LET THE EDITOR KNOW! This does not apply to "ongoing" ads for services/new parts.**

**1974 164E** with rare manual (but not o/d) transmission. SA historic vehicle registration. 280K kms. Looks good in and out, although original leather seats very worn, glovebox lid missing. Engine, gears,



clutch and brakes excellent. Needs work on a rusty floor section, creaky suspension and the power steering. Owner (since 1976) is ageing like the car and can't do this work. Good buy for someone keen on 164s. Price negotiable. Contact Peter 0417 864 047 – email jandpfranklin@iinet.net.au (South Australia)

**RADIATORS AT VP TUNING** High quality alloy radiators for Volvo 850 X70 -'98, 940 X90, P2 S60, V70, R. Good improvement over the stock radiators with plastic side tanks which can crack over time.



Now available for manual and automatic transmission! Call Mark on 0403 814 545 for the latest pricing.

**NEW ECU TUNE PRICES** VP Tuning has reduced their ECU tuning prices. New

RRP prices are: Motronic - '98 \$990.00 (was \$1165.00); ME7/9 \$1275.00 (was \$1385.00).

Club discount still applies!

Call Mark on 0403 814 545

**1800S BONNET** in excellent condition.

Asking \$600 dollars for it, plus freight



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

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



or you can have your own units restored and returned to you. If you choose to have you own taillight restored the manufacturing period is up to 6 weeks. For technical information or advice contact Chris Bennett 0403920274. Email volvoclassic1800120@yahoo.com.au. For exchange service contact Gerry Lister on 02 9499-6666

**1961 122 4-DOOR** Very reluctant sale for a great car! The car is registered in NSW with standard plates until October 2013, registered as "HIS-122". 4-speed gear box and electric Laycock overdrive have been professionally installed. The engine



has been bored out to 2.0 litres by Volvo Sweden, with sports extractor. The car has been converted to unleaded. The duco has been completely rejuvenated in gunmetal grey, chromes are as-new and the interior has been carefully restored with immaculate red upholstery. Air-conditioning is installed. It has been professionally lowered by two inches. The original workshop manual and many spare parts are included. \$18,000 ONO. Contact: mpshellemons@bigpond.com or call 0414 904 333

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



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

**1BEAM-TYPE PAOYI AERO WIPERS**

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



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

**VOLVO 1800 LOGO KEY RINGS**

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



# Volvo Car Australian Dealers

## New South Wales

Trivett Volvo	75-85 O’Riordan St	Alexandria	NSW	2015	02 8338 2147
Alto Volvo	387 Pacific Highway	Artarmon	NSW	2064	02 9412 7555
Trivett Volvo Parramatta	70-72 Church St	Parramatta	NSW	2150	02 9841 4127
Peter Warren Volvo Cars	13 Hume Highway	Warwick Farm	NSW	2170	02 9828 8123
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
Hunter Viking Car Centre	16 Christo Road	Georgetown	NSW	2298	02 4960 1200
Woodleys Motors	200 - 208 Marius St	Tamworth	NSW	2340	02 6763 1500
Bellbowrie Motors	Cnr Pacific Highway & Halls Rd	Coffs Harbour	NSW	2450	02 6656 8700
Tynan Volvo Cars	37-39 Burelli St	Wollongong	NSW	2500	02 4229 3033
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Jason Wagga	42 - 50 Dobney Avenue	Wagga Wagga	NSW	2650	02 6925 3211
Annlyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
Scuderia Veloce Volvo Cars	586 Pacific Highway	Chatswood	NSW	2067	02 9411 6677
John Davis Motors	38 Bathurst Rd	Orange	NSW	2800	02 6362 0966

## Australian Capital Territory

Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
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## Victoria

Silverstone Volvo	591 Doncaster Rd	Doncaster	VIC	3108	03 9840 8868
Bilia Hawthorn	139 Camberwell Rd	Hawthorn	VIC	3122	03 9882 3600
Altitude Volvo Cars Brighton	913 Nepean Highway	Bentleigh	VIC	3204	03 9576 5399
Melbourne City Volvo	351 Ingles St	Port Melbourne	VIC	3207	03 9684 1070
Rex Gorell Volvo	212 - 224 Latrobe Terrace	Geelong	VIC	3220	03 5244 6222
Jacob Motor Group (service)	171-175 Melbourne Road	Wodonga	VIC	3690	02 6055 9829

## Queensland

Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
Southside Volvo (service)	Cnr Buranda Street & Logan Rd	Buranda	QLD	4102	07 3895 3535
Sunshine Volvo	179 Nerang Rd	Southport	QLD	4215	07 5509 7100
Southern Cross Prestige	Cnr James St & Anzac Ave	Toowoomba	QLD	4352	07 4690 2333
Pacific Volvo	129 Sugar Rd	Maroochydore	QLD	4558	07 5458 9738
Rockhampton Prestige	Cnr Musgrave & Armstrong Sts	Rockhampton	QLD	4702	07 4922 1000
Tony Ireland Volvo Cars	Cnr Woolcock & Duckworth Sts	Garbutt	QLD	4814	07 4726 7700
Trinity Volvo	94 McLeod Sts	Cairns	QLD	4870	07 4050 5000

## Western Australia

Premier Motors	393 Scarborough Beach Rd	Osborne Park	WA	6017	08 9443 1133
Barbagallo Volvo	1286-1288 Albany Hwy	Cannington	WA	6107	08 9231 9777

## South Australia

Solitaire Volvo	32 Belair Rd	Hawthorn	SA	5062	08 8272 8155
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## Northern Territory

Darwin Volvo	34 Stuart Highway	Stuart Park	NT	0820	08 8946 4444
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## Tasmania

Performance Automobiles	281 - 301 Argyle St	Hobart	TAS	7000	03 6210 7000
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PRINT POST  
PP 032699/00016

If undeliverable, please return to:  
Volvo Club of Victoria  
PO Box 3011, Moorabbin East  
Victoria 3189  
Rolling Australia  
Print Post Approved

POSTAGE PAID  
AUSTRALIA

