



VOLVO OWNERS OF CLUB SA



JANUARY - FEBRUARY 2013

COMMITTED TO THE PRESERVATION AND RESTORATION OF THE VEHICLES IN THEIR ORIGINAL FORM



FROM THE CHAIRMAN

Welcome to the NEW NEWSLETTER!! Ek dink elkeen sal met my saamstem dat dit nou wraggies netjies lyk! I cannot wait for the next one.

There has been a lot of hard work put into making this newsletter look the way it does and I hope that this will be the start of many good things to come and hope this will make you grab your pen, of dat jy op jou rekenaer spring en begin artikels skryf dat die biesies bewe.

So opgewonde wat ek is oor die nuwe nuusbrieff moet ek ook byvoeg dat dit nie moontlik sou wees sonder al die harde werk wat deur die jare ingesit is deur almal wat tot die nuusbrieff bygedra het nie. En ek wil in die geval een persoon uitsonder.

Over many years André de Haan has put in many hours, sweat and effort to ensure that we receive our newsletter each and every time without fail despite the frustrations that came with the job.

A man with exceptional knowledge on most of the Volvo models that saw the road over the years which he has shared with many of us. About two years ago at a committee meeting André indicated that he wants to step back and we need to start planning that someone else takes over the responsibility for the newsletter, which we duly did and André did his last newsletter last year November.

Ek is seker dat elke leser saam met my sal stem, dat André die klub n fantastiese diens gelewer het, dat hy altyd as die "vader" van die Klub se nuusbrieff gesien sal word, en dat hy n welverdiende ruskans verdien en nou kan terugsit, relax and enjoy the fruit of his labour.

André on behalf of each and every member, past, present and future our sincere gratitude for everything!

I also want to use this opportunity to thank Volvo Car South Africa, Gerda, Janette, Michelle and the Boss man, Bram, for agreeing to sponsor the newsletter for 2013, without their financial support & inputs this would not have been possible to produce.

I trust that you all had a good break over the festive season with your loved ones, that you had a good rest and all energised for 2013.

Die komitee gaan sommer reeds vroeg begin om seker te maak alles verloop glad en dat die jaar vanuit n klub oogpunt n suksesvolle en genotvolle jaar sal wees vir elkeen van ons lede. Hier is nog baie om te lees in die nuusbrieff, geniet dit en lekker lees.

Welcome to the new editor, Eddy, who is looking forward to your articles and photos, I believe that he will be introducing himself elsewhere in the newsletter.

Volvo groete
Loggies



VOLVO EXPERIENCES (PART 1) BY VINCE WARREN-HANSON

In October 1958, I returned to RSA from the Copperbelt, where I had been working for a short while.

One of the big sporting events I attended was the first 9-hour race at Grand Central, where I encountered Volvos in the flesh for the first time!

Unfortunately (?) for me my father had a sub-franchise for Borgward cars in Swaziland, so a car through the 'bank of Dad' seemed a pretty good handout and I got a very pretty Borgward Isabella. A very under-powered car for such a big body, and with 5 up it was lifeless!

As I settled in to the hectic social life of Joeys Northern suburbs, most of the 'young bucks' about town, in the circles that I was moving in, seemed to have acquired a Volvo Sport introduced in early 1959. No need to praise its virtues here, suffice to say the Borgie couldn't hold a candle to Volvo! So I started to look seriously at trading my Borgie for a Volvo.

Again, unfortunately (?) I had just become engaged, and the lady concerned, when I told her I was going to buy a Volvo, broke off the engagement, saying "she had never seen anything so ugly, particularly if it was in that ghastly green colour". So I thought, oh well, now I can really become a 'young buck' around town and I put my name down for an Austin Healey 100.

While waiting for it to arrive, relations between my ex fiancé and I were restored and the impracticability of a Healey became obvious for a couple about to embark on married life.

Volvo won the day and I took delivery of a brand new white with blue interior, 1960 Sport. The lady in my life begrudgingly had to admit it was a great car and once she had overcome her fear of the Left Hand drive, guess who wanted to use it at every opportunity!!

In May 1961 another white with blue interior sport was acquired. Trade in offer was so good that in August 1962 another white Sport, this time with red interior, was acquired.

From Krugersdorp we were transferred to Ladysmith, now complete with Bambino, so thank goodness Healey lost out to Volvo. Not only that, but the territory I was going to service as a district manager, for Total Oil, stretched all the way from Estcourt to Mtubatuba – i.e. the whole of Northern natal and Northern Zululand.

Just recall that 1962/63 very few roads in this part of the country were tarred. This vehicle did 70,000 miles on those roads in 14 months, and to use the 'old cliché' it never let me down once, not even a puncture that I can remember!!

1963 no more Volvo Sport in production and to me a four door car was too 'fuddy duddy'. I got to hear of a 1962 Volvo Sport for sale second hand, with very few miles on it, which I snapped up in January 1964 – Yes white again with blue interior.

In June 1964 I heard of a brand new 2 door 122S left hand drive, standing at the docks in Durban, imported into South Africa by a guy who never even got to take up his appointment here, before being re-routed to South America. I jumped around and simply had to get that car which, thankfully, I did.

Remember at the time, 2 door 122S were not being assembled in RSA so it was unique and left hand drive into the bargain.

By this time I had become a bit of a 'groot kokkedoer' at Total and was Sales Manager for KZN as well as what was then East Griqualand and a large section of the Ciskei. Still mainly dirt roads, but the car was right for the job.

In October 1966 someone on the North Coast had been badgering me to buy my 122S if I would trade in their pale blue 1962 Sport. I promptly did so because I had, in the meantime, seen another 2 door 122S that had just arrived at the Volvo agent in Durban from Southern Rhodesia. Traded the Sport and swanned around in a midnight Blue, right hand drive this time, 2 door 122S.

In March 1968, the face lifted 122S 2 door local assembly came onto the market with the new 'slotted' wheels and castle hubcaps! Had to have it. So took delivery of a bottle green one.

1969 saw me transferred back to Joeys and I traded the green one for a 1969 dark maroon B20.

January 1971 I became a real 'fuddy duddy' and traded for a Lemon Yellow 144S 4 door. I never really got to grips with this car and traded it in September for the first Datsun SSS coupe sold to a private individual before they had even been released to the general public.

The Volvo Saga continues, but more of that another time.....



WHY VOLVO?? BY LEON SPOOR

When I bought my Volvo 122S in 1965 I was asked by surprised family and friends "What made you buy a Volvo, you were always a VW fan". Well here is how it happened....

I met a school friend, with whom I had lost contact for 5 years, at a motor race meeting in Salisbury (Harare). He had taken up sports car racing and was racing his Lotus X1 (the same car that Graham Hill started his racing career in the UK) and he was looking for pit crew. I joined him as pit crew and 'general dogsbody'. He drove an early 4 door 121 and was very enthusiastic about it.

At that time, early 65, Volvo was making a name for itself in local rallies and I decided to try and buy one for myself. There were only two models on the local agent's showroom floor – a white PV544 and the 122S which I eventually bought. I was very impressed with the PV544, the front opening bonnet and the 'fastback' rear appealed to me BUT my girlfriend at that time said there was no way she would drive a left hand drive car and I decided then to buy the 122S, must always keep the women in your life happy!! The agent would not trade in my VW Beetle because as he said "we only deal in Volvo's"!!! after selling my VW, I went back and bought my 122S which was then registered on the 11 November 1965, the same day Ian Smith declared UDI, hence the number plate – 122UDIFS!

In those days there were no 'maintenance plans', you got the first service free and thereafter you paid! It didn't take long to discover that maintaining a Volvo (of that time) was not 'Rocket Science' and I started doing all my own servicing and maintenance on the 122S. If and when I had a problem the workshop manager at the Volvo agent, was always very friendly and helpful, was also not stingy with his advice. I used my Volvo for 8 years daily back and forth to work until I was given a company car, it then became a "Sunday and special occasion' car.

In 1975 a work colleague of mine had a 1965 P1800S which was in a terrible condition and I felt sorry for the car. I eventually convinced him to sell it to me....I NOW had 2 Volvo's! The P1800S was stripped completely and painstakingly rebuilt to "as new" condition. The finished product made me very proud and it was used for 'special occasions' only.

As we all know the conditions changed for the worse in Rhodesia and in early 1980 Grieta and I decided to emigrate to RSA. I fortunately found a suitable position in Sasolburg and so in December I came to Sasolburg with the two elder children in the 122S. January 1981 I went back to Harare with the 122S. I left Sasolburg at 02h00 and arrived at my destination in Harare at 15h30 that afternoon, that equates to 1210 km in 13.5 hours (including stops at the border and NO highways!!), an average speed of 89.6 K/H!! That's not bad for a 15 year old car and a 38 year old driver.

I collected Grieta, our youngest son Johan and the P1800S...also my father-in-law! So that we could use his 'holiday allowance' of R600 to pay for the petrol and the import duties on the Volvo's, fortunately the 122S was only valued at R150 so the import duty was not much!!! As Grieta and I had been out of Rhodesia the year before, we were not allowed any more money!!! Grieta drove the 122S with her father and Johan and I followed in the P1800S with the cockatiel and the dog.

We spent the first six months of 1981 settling down...housing was a problem, could only rent. Grieta had to use the Volvo 122S to work, and met up with Roy Fourie who was working at the same place....and as most of us know....that is how the Volvo Club started in the Vaal Triangle. In 1983 we bought our house...and needless to say we had to sell the P1800S as it was more valuable than the 122S, as we needed a deposit for our house. It must have been the saddest day of my life, to see the P1800S drive away!!

Sept 2000 I came across Volvo No3 in a workshop in Vereeniging, where I was working temporarily, it was a 164 which I still have, (Grieta prefers it to the 122S!). It was in the workshop to have a 'knock' in the engine investigated. Once the engine was started it turned out the 'knock' was the result of over-advanced ignition timing. I was very impressed with the 164 and contacted the owner and after negotiation about the price I was the new owner.

It obviously had a busy and neglected life before I bought it. I estimate it had covered 350,000 – 400,000 km when I got it! The trip meter on the Speedo was broken but Tou Nel came up with a spare one so that the original could be repaired. This car was used by me daily for six and a half years covering 80000 km before I got company transport. The pleasure this car gives me (us) is its comfort, power, economy and the fact that I can repair it myself when necessary.

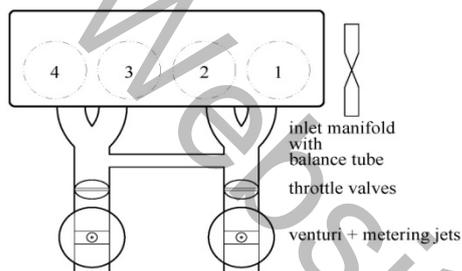
So in conclusion, all the above is WHY I chose and stuck with classic Volvo models. I must add that I still have a soft spot for VW's, I have a 1980 VW Microbus, which we use for long leisurely holidays, and a 1980 Passat, which I am restoring VERY slowly!!!



HOME-MADE AIR FLOW INDICATOR FOR BALANCING TWIN SU'S BY: SIMON VAN DER SCHANS

I have a 122S (1970) with a B20B engine which I have owned from new. With just over 200 000 km on the clock, it had been "forgotten" in my garage for 22 years when, at the end of 2007 (and three VW Golfs and an Audi later), I decided to see, just for fun, if I could get it running again. And what fun that has turned out to be!

One of the little conquests in the process was my victory over the workings of the SU's. Well, make that "almost victory". I don't think anyone will ever understand them fully. The diagram below shows the basic set-up of the twin SU carburettors (type HS6) that came with the car:



When the engine is running, the cylinders draw air through the carbs, where the venturi and metering jets see to it that fuel in the correct proportion (mass-to-mass) is added to the air. The cylinders do not all suck together, of course, but one at a time. When cylinder 1 (or 2) sucks, some of the air enters through the front carb. But not all.

Some of it also enters through the rear carb and then flows to cylinder 1 (or 2, as the case may be) through the balance tube (in a rear-to-front direction). Likewise, when cylinder 3 (or 4) sucks, some of the air enters through the rear carb, and some of it through the front carb and the balance tube (but this time in the opposite, front-to-rear, direction).

The engine is the happiest when the air flow is balanced, i.e. as much air on average flows through the one carb as does through the other, in which case the net flow through the balance tube is zero. This happens when the two throttle valves open to exactly the same degree.

It is easy to see if they do, without the engine running, by just moving the throttle linkage (operated by the accelerator pedal) and checking that it starts moving the one throttle valve at exactly the same point as it starts moving the other, because from there on the throttle valves move in unison. Adjustment to get it right if it isn't, as straight-forward.

When the throttle valves are almost closed, however, things get a little more difficult, because at that point small movements of the throttle valve have a much greater effect, percentage-wise, on the air flow than they do when the throttle valve is further open. To cater for this there is a lost-motion mechanism between

the throttle linkage and each throttle valve. The lost-motion mechanisms allow the throttle valves to move independently of one another when they are almost closed.

Each carb then has its own finely adjustable throttle stop to hold the throttle valve in a slightly open condition when the accelerator pedal is released. But we all know that. The idling speed of the engine is adjusted by adjusting the throttle stops while the engine is running. The movement of the throttle valves at this point is far too fine to be able simply to see if the one is as far open as the other. One has to have some other, more sensitive, indication of air flow otherwise it can easily happen that the air flow at idling speed is completely out of balance.

The "standard method", according to the manuals, is to hold a listening tube to your ear and compare the hissing noise that the one carb makes with that of the other. Or so they say. For me that doesn't work. Despite my best efforts, all I can hear is a noisy engine. And how do you compare one hissing sound that you cannot hear, a little later with another hissing sound that you cannot hear either?

As an alternative, one reads about different makes of air flow indicator, the Unisyn (™) being one. But where to get one, and what is the cost? So I decided to try and make my own and came up with a design that uses readily available materials, is easy to make, and works extremely well. Here is a picture, showing it in use:



The basic components are:

- (1) **The main tube:** This is a length of 40 mm outside diameter PVC tubing, about 200 mm long. Bevel the front edge. It is then a perfect fit on the mouth of the carb (which has a 1½ inch = 38 mm throat diameter). You can, if you wish, stretch and pull a piece of bicycle inner tube over the front end so that the front end of the bicycle tube just covers the bevelled edge. The rubber of the bicycle tube enables the main tube to form a nice air-tight seal with the mouth of the carb. Close off the rear end of the main tube. Take another piece of 40 mm tubing (about 40 mm long) and slit it length-wise. I call this the damper.

Open it up a bit until it can be slid onto the outside of main tube. With the damper sitting near the rear end of the main tube and the slit in the roughly 4 to 5 o'clock position, drill two 18 mm diameter holes right through the damper and the main tube, in the 10 o'clock and 2 o'clock positions.

Air can now enter through these holes into the main tube. By adjusting the damper (rotation about the longitudinal axis), the effective size of the holes can be adjusted. Half-way along the main tube drill a hole through the wall of the main tube. Stick a PVC tube of the same size as the hole in here so that it protrudes up to about the centre-line of the main tube. I used a piece of 7.5 mm black irrigation tubing for this purpose, and call it the bleed-off tube.

(2) The indicator tube: This is the only part that cost me money. It comes from a 3 ml medicine dropper available at DisChem for about R10. It has a slightly tapered plastic dropper tube. The taper is what I was looking for, because that is an essential feature for this type of air flow indicator.

Remove and discard the bulb of the dropper. Then you need a tiny ball of some light-weight material which fits with a little clearance in the dropper tube. For the DisChem dropper that I used, a ball of 7 mm diameter does the trick. I couldn't find a suitable ball so ended up carving one from a wine cork and painted it red. The carving can be a bit fiddly. The easiest is to start with a 7 mm cube of cork and then round off the corners to turn it into a sphere.

Make a mounting for holding the indicator tube on the side of the main tube. It should be held at an angle, so that it is vertical when the main tube is in line with the carb.

All that remains is a bit of "plumbing" to connect the outer end of the bleed-off tube to the top of the indicator tube. No glue or sealants are required, just a reasonably tight fit of the various tubes. A little bit of leakage here or there does not matter.

To use the device hold the main tube on the mouth of carb 1, with the engine running at idling speed, and adjust the damper and/or throttle stop of that carb until the ball floats, say, about half-way up the indicator tube.

(The DisChem dropper has graduations on it, which come in handy here.) Switch the device over to carb 2 without changing the setting of the damper, and adjust the throttle stop of that carb until the ball comes up to the same level as it did for carb 1. Done.

I have some drawings, so if anyone needs more detail let me know and I'll e-mail you a copy.

EVENT UPDATES - YOU ARE INVITED BY JAN STEENKAMP:

The GEORGE OLD CAR SHOW is claimed to be the second biggest show of its kind in South Africa. The 2012 saw 970 vehicles exhibited and 11200 spectators.

Next year the show will take place on 9 and 10 February 2013 and again the organisers, Southern Cape Old Car Club, is expecting a record breaking attendance.

In the past Volvo owners showed their enthusiasm and 9 cars were displayed at the 2012 show and we would like to improve on this number and cordially invite our fellow Volvo owners and friends from the rest of South Africa to come and join us this year AND YES everyone is welcome to join US.

Your presence will be highly appreciated. Keep in mind that this is an effort to bring together all those who have an interest in the activities of the Volvo Owners Club and preservation of old vehicles.

Those who have not yet done so, please diarise the dates immediately and start planning your trip now. George is located in one of the most beautiful areas of our country, so why not take some time to enjoy the best of worlds, scenery and old vehicles.

Should you require further information regarding the show and available accommodation, please consult the website of the organisers www.scooc.co.za. Please keep in mind to register before the time!!!

Be a winner.....be cool....and come and join us and let us make this a MINI- SAAMTREK. R S V P: Jan Steenkamp j-steenkamp@mweb.co.za



NDOT UPDATE:

Micro "dotting" will be a requirement for all vehicles that have to go through police clearance. A number of accredited suppliers will do this at a cost of approximately R400.00.

As you may be aware once the new legislation is passed on roadworthy testing, vehicles over 10 years of age will be required to undergo a road worthy test every year. Currently it has been agreed that vehicles prior to and including 1965 will be required to undergo a roadworthy every 5 years. SAMCA is busy making representations to extend this to vehicles up to 1985.

SAMCA will be providing a standard dating certificate for these purposes and will keep us updated of developments.

POSTS FROM OUR FACEBOOK PAGE:

November 4 at 5:41pm posted by Achmad Jappie: 2 cars that inspired me to get a Volvo of my own, the first was my dad's beige 122s, and the second my uncles 544



November 4 at 5:32am posted by Narsing Chutterpaul: My 122S. Was bought new by my dad in 1970 & I've had since varsity in 1979. Looking forward to give it to my son soon - the passion lives on.



October 30 at 9:19 pm posted by Jason Theunissen: The engine is in at last....



24 October at 7:11 am posted by Tania Fourie: Armand Fourie with his uncle Gerhard Campher in "their" Volvo



Comments:

Loggies van Loggerenberg ..hy ken sy karre...nou moet ons hom net kry om die regte rugby span te support..:))) se ek stuur groete!!

October 24 at 9:45am · Like

Ockie Fourie Dis is presies hoekom hy in 'n blou kar sit en nie 'n rooie nie!LOL

October 25 at 9:09am · Unlike · 1

Loggies van Loggerenberg ...dis nie n kar nie....n kar is iets wat n donkie sleep...die is n VOLVO....en hy is donker blou nie lig blou nie...ai dat ek so met julle ouens moet sukkel...

October 25 at 9:23pm · Edited · Like

MY 1969 VOLVO 144S: DEUR HENNIE JANSE VAN RENSBURG

Beste Deon

Ek het my 1969 Volvo 144S in April 2012 gekoop. Die motor het 3 vorige eienaars gehad maar is nog in 'n baie goeie toestand, bakwerk sowel as meganies. Die engin is nog oorspronklike en het al 136 000 myl gedoen.



Ek heg fotos aan. Ek gebruik die motor vir alledaagse gebruik en om werk toe te ry. Ek is baie beindruk oor die Volvo se padhou vermoë en ook die krag wat die 2 liter engin lewer en dit ten spyte van die 2 SU vergassers wat ek nog nie laat kalibreer het nie. (die volgende item op my "te doen" lys).

Ek ondervind egter dat die agterste suspensie baie harde is en nie seker is of dit die skokbrekers of die vere is wat dit veroorsaak nie. Ek het ook die probleem dat die remskywe raas as die motor oor ongelyke oppervlaktes beweeg, maar sodra ek die rempedaal vinnig raak dan is dit weer stil.



Ek wil graag weet of ander eienaars van die betrokke model ook dalk al die probleem gehad het want ek het die remme laat nagaan en geen fout kon gevind word nie. Ek wil ook graag weet of iemand my kan raad gee insake hoe om die sierrooster te verwyder want ek wil die stukkende toeter vervang maar kan nie die sierrooster afkry nie en wil dit nie beskadig nie.

Ek wil net die volgende voorstelle maak:

- Die grootte van die nuusbrief vergroot na A4 en ook indien die foto's in kleur kan wees.
- Verwelkoming van nuwe lede wat by die klub aansluit sodat hulle meer welkom kan voel en meer deel van die klub.
- Meer aktiwiteite in elke area bv uitstappies en gesellighede bv soos die Piston Ring klub waaraan ek voorheen behoort het, het elke 1e Sondag van die maand 'n byeenkoms gehad waar die manne mekaar se motors bekyk het en inligting uitgeruil het. Ons was soos een groot familie.
- Kan daar nie ook advertensies wees van parte, motors, ens wat mense wil verkoop of parte wat mense soek nie.



Graag wens ek al die klublede en hulle gesinne'n Geseende Kersfees en Voorspoedige 2013 toe.

Byvoorbaat dank
Hennie Janse van Rensburg

DEON ANTWOORD:

Beste Hennie – eerstens wil ek vir jou baie dankie sê vir jou bydrae tot die eerste nuwe nuusbrief (hiermee ook dankie aan Oom Vince, Oom Jan, Leon en Simon vir hulle bydraes!!)

Dis altyd lekker om voorstelle te ontvang want dit help ons weer om die Klub 'n beter "plek" te maak!

1. Nuusbrief A4 – ons het dit oorweeg en baie sterk ook en wat ons daarvan laat afsien het was eerstens die koste verbonde daaraan om dit te laat druk, dit raak duur! Om jou n idee te gee, die 12 bladsy nuusbrief se druk koste was ongeveer R3500! En tweedens moet ons dit nog pos ook. En van pos gepraat ons moet dan A4 koeverte kry en dit daarin pos – nog kostes.
2. Soos jy kan sien....voila die nuusbrief is in KLEUR.
3. Jou verwelkoming van nuwe lede – goeie ene en sal verseker so maak!
4. Byeenkomste – weereens n baie goeie voorstel, maar hier is daar net een probleem – wie reel dit? Ons sal dit verwelkom as iemand sy hand opsteek en sê hier is ek, los dit vir my!
5. As jy op ons webwerf gaan loer is daar hordes advertensies vir parte – gaan loer gerus!

FROM THE DESK OF EDDY

Hello all Volvo enthusiasts, my name is Eddy and your new editor and would like to welcome you to the first newsletter of 2013 I sincerely hope that it meets with your approval and that you enjoy reading it as much as I enjoyed putting it together for you. This newsletter is for you by you, I merely take what you send to me and put it in here so that you can share your experiences, news and stay in contact with what is happening in the Club. A service I gladly provide.

You are always welcome to send me letters we can even do a Letters to Eddy section! No I am not a technical specialist, would not know what end of a spanner to use, but just maybe I can put a smile on your face with a witty response!

All I need from you is stacks of stories/ tips/ information and importantly PHOTOS as well, and you leave the rest to me. I have worked out a schedule which I want to share with you so that you know by when I need your contributions. As you know the Club sends out 6 newsletters a year, this being the first one for 2013.

March/ April 2013 newsletter goes into print on 28 February 2013, so I need your contributions **BY 31 January 2013.**

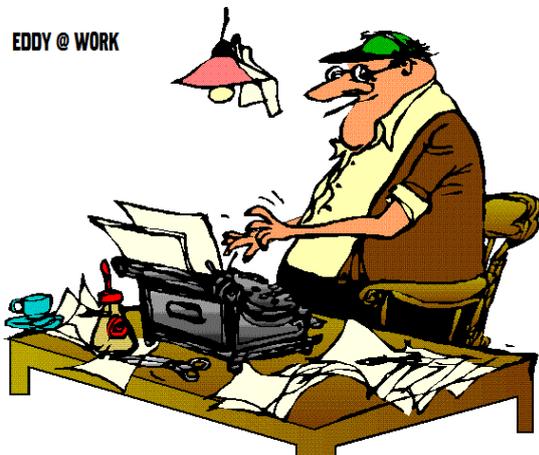
May/ June 2013 newsletter goes into print on 28 April 2013, so I need your contributions **BY 31 March 2013.**

July/ August 2013 newsletter goes into print on 28 June 2013, so I need your contributions **BY 31 May 2013.**

September/ October 2013 newsletter goes into print on 28 August 2013, so I need your contributions **BY 31 July 2013.**

November/ December 2013 newsletter goes into print on 14 November 2013, so I need your contributions **BY 30 October 2013.**

EDDY @ WORK



NEWSLETTER CONTRIBUTIONS TO EDDY:

volvoclubsa@mweb.co.za
Fax – 086 684 2976

CLUB FLASH:

Is your classic Volvo INSURED? If it is CHECK your VALUATION! Older than 12 months? Then it needs to be re valued! Contact any committee member for a valuation. Is jou klassieke Volvo verseker? Indien wel GAAN jou Waardasie na! Ouer as 12 Maande? Dan moet dit herwaardeer word! Kontak enige een van die komitee lede vir n waardasie.

Not insured? Go to our website for the contact details for insurance. Nie verseker nie? Gaan kyk op ons webwerf vir die kontak detail vir versekering.

IMPORTANT MEMBERSHIP UPDATE

Remember to renew your annual Club membership! Lid fooie is R220 vir die jaar en jy moet asseblief voor of op 28 Februarie 2013 jou lidfooie betaal anders vervel jou lidmaatskap. If you pay your annual membership fee after 28 February 2013, you then need to pay the R100 registration fee AS WELL, as your membership lapsed.

By die 2012 Saamtrek het elke lid daar n magnetise nommerplaat ontvang hulle wat deel gevorm het van die Saamtrek registrasie fooi, new members joining when paying the R220 and R100 automatically receive ONE magnetic number plate.

Current members who did not attend the Saamtrek, can order one for R120. The number plate can be displayed on your Volvo when attending events and has place for your membership number as well as the event sticker which you will receive when you attend events. Bestel jou nommerplaat NOU – stuur n epos aan Loggies by dvl@mweb.co.za.



NB – Please return your completed membership form to Howard ASAP/ Stuur asb jou voltooid lidmaatskap vorm aan Howard SSM.

CLUB CONTACT DETAIL THE COMMITTEE

Chairman: Deon van Loggerenberg
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Vice Chairman: Johan Kotzé
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Treasurer: Hersel Pepler
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Membership Secretary: Howard Bates
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Wet du Plessis 083 449 1650

KZN: Alfie Ball 082 882 9974

Mpumulanga/ Limpopo: Gerrit du Plessis 082 412
7817

Western Cape: Simon van der Schans 021 671
7488 & Wouter Wentzel 082 572 1953

North West: Jaco Kruger 082 337 2662

TRADING POST

1. FOR SALE – 1974 Volvo 164 for R25000, contact Gert on 084 261 2318.
2. FOR SALE - 1967 Volvo 122S B18 in original running condition, suspension overhauled. R35000 contact Dinesh Revapersad on 083 458 2329.
3. FOR SALE - 1992 Volvo 240 Station Wagon. Engine damaged and owner not in a position to repair the engine. Front windscreen needs replacement - Rest of the Volvo in good condition. Very reluctant sale.....asking R8000.00. Contact Frank Lees on 074 259 0396.

4. FOR SALE - 1970 Volvo 122S B20 for R35 000, contact Michael on email foxticity@gmail.com.
5. FOR SALE - 2007 S80 Volvo 4.4L V8 AWD Gear Tronic packed full of tech gear - selling for R155000. 142 000 km. Contact Gino on 082 884 9707.
6. FOR SALE - 1972/73 Volvo 144S imported from Sweden and a one owner Volvo. 115000 kms. Price negotiable. Contact Carlos Ribeiro on 011 706 0202.
7. FOR SALE - 1966 Volvo 122S for R35 000 onca - restoration nearly completed & licenced to Feb 2013. Contact Charlotte on 079 873 1937.
8. FOR SALE - 1965 Volvo 1800S, R150 000 - contact Vince Warren - Hanson on 083 760 1277.
9. FOR SALE - 1974 Volvo 144S in very good condition R22000, contact Attie Dippenaar (Florida Roodepoort) on 076 315 2220.

2013 EVENTS CALENDAR (DATES SUBJECT TO CHANGE!!)

- 9 & 10 February 2013 – George Motor Show - George
- 3 March 2013 – Classic Car Show Nasrec
- 10 March 2013 – Any Damn Wheels day Tarlton Raceway
- 7 April 2013 – Angela's Picnic – Delta Park
- 12 May 2013 – Centenary Goodwill run – President Hyper Krugersdorp (entrance fee blanket or tinned food)
- 19 May 2013 – Cars in the Park – Pietermaritzburg
- 14 – 16 June 2013 – Volvo Walk to Vryheid
- 15 June 2013 – Cars in the Park – Vryheid
- 4 August 2013 – Cars in the Park – Zwartkops
- 2/3 September 2013 – Wheels at the Vaal – Vanderbijlpark
- 18 – 20 October 2013 – 2013 National Saamtrek - Clarens



WEBSITE - WWW.VOLVOCLUB.CO.ZA

FIND AND JOIN US ON FACEBOOK "VOLVO OWNERS CLUB OF SA"

GEORGE
OLD CAR
SHOW



MIDAS
George
Old Car Show



Saturday, 9th & Sunday, 10th February, 2013


PROTEA HOTELS

&



AUCTION

As part of the Old Car Show, an Auction will be held on Saturday, 9th under the auspices of **HOUSE OF CLASSIC & SPORTS CARS**

±25 Vintage / Classic / Sports Cars on offer
Limited number of spots still available
Entries close 25 January 2013



Viewing: From 8.00 a.m. Sat., 9 February

Registration: 8.00 a.m. to 1.00 p.m.

Auction Starts: 1.00 p.m. Sharp

TERMS: R3 000 Refundable Deposit and ID document upon registration (bank guaranteed cheque, EFT or credit card only). Balance of payment strictly by bank guaranteed cheque or cash transfer only. **No cash will be accepted at the auction. No exceptions.** All bids excl.

VAT. Buyer's Premium donated to Club for allocation to charity.

For more details:

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Volvo Car Corporation improves safety with communicating cars

Enabling vehicles to communicate with each other, and with the traffic environment, opens up fantastic possibilities. Vital information can be shared and exchanged - creating a safer and more comfortable drive. This is why Volvo Car Corporation joined the CAR 2 CAR Communication Consortium together with other European automakers and suppliers. The aim is to have a common platform for CAR 2 CAR communication ready within five years.

"In the future we will have advanced exchange of vital information between vehicles such as their position, speed and direction," says Erik Israelsson, Project Leader Cooperative ITS (Intelligent Transport Systems) at Volvo Car Corporation.

The aim is for inter-car communication to function between all cars, irrespective of make. Communication takes place via a wireless network (similar to WLAN) and utilizes existing systems such as the GPS navigation system. CAR 2 CAR has been granted a separate frequency so that cars within a given radius are automatically linked together and can exchange information about parameters such as their position, speed and direction. The installation of transmitters in the road infrastructure, such as road signs and traffic lights, further extends the communication network.

"There is considerable potential in this area as well as opportunities for many benefits in many spheres over and above road safety, such as a more uniform flow of traffic and additional comfort for road users," relates Erik Israelsson.

A few examples of application areas for the new technology:

Green Light Optimum Speed Advisory

Via a transmitter in the traffic light, information is provided regarding the optimum speed for a car to maintain in order to pass through a succession of green lights, thus avoiding unnecessary braking for red. At red lights, the driver can also receive information about how long it will be before the light turns green.

Emergency Vehicle Warning

This alerts the driver to the presence of nearby emergency vehicles, allowing him or her to create free passage well in advance and without being taken by surprise. This can be of benefit in the evening and at night in urban areas where emergency vehicles use their sirens more sparingly out of consideration for nearby residents, and also if loud music is playing in the car.

Road Works Warning

This alerts the driver to road works. Construction vehicles and heavy equipment can transmit information to vehicles well in advance of the site. Drivers can thus receive information about changed speed limits and altered routes near the work-site. The system can also keep the driver informed about the remaining distance before the end of the long road-work zone.

Slow Vehicle Warning

Slow or broken-down vehicles in the roadway transmit a warning to other road users. Receiving information well in advance can cut the risk of unpleasant surprises in traffic and thus reduce accidents.

Traffic Jam Ahead Warning

This will alert the driver to traffic stops or tailbacks. Since vehicles to the rear are alerted that there is a stop further ahead, there is less of a risk of accidents.

Weather Information

The system will issue a warning about local bad weather such as heavy rain, hail, snowfall or icy roads.

In-Vehicle Signage

CAR 2 CAR provides information about regular or temporary speed limits. This information is provided by communication units along the road that can pass on information about parameters such as road signs and their location on the route.

Emergency Electronic Brake Light

Vehicles that break down on the road create dangerous situations both for drivers and passengers in the stricken vehicle, as well as for other road users. CAR 2 CAR warns if a vehicle suddenly slows down.

Motorcycle Approaching Indication

Motorcyclists are among the most vulnerable road users and in order to improve safety CAR 2 CAR informs other road users if there is a motorcycle nearby.

Red Light Violation Warning

Traffic lights that communicate with cars make it possible to alert a driver who has not noticed a red light, for instance by activating a prominent sound and light signal in the car. This technology also makes it possible to warn a driver going through a green light if another vehicle is about to cross his/her path by mistake.

"When the system is fitted into future cars it will be of considerable benefit to drivers and next-generation infrastructure, and will help improve traffic safety," says Erik Israelsson.

*The CAR 2 CAR Communication Consortium is an organisation started jointly by a number of European car makers supported by suppliers, research institutes and other partners.

All-new Volvo V40 already boasts outstanding new features

Volvo's all-new V40 premium five-door hatchback, recently launched in SA, is a clear indication of the hi-tech route in which Volvo is moving. Volvo is the most human-centric car brand in the motor industry and the new Volvo V40 is a clear example of how such features can make your driving experience safer and more enjoyable.

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