

ROLLING ON

THE MAGAZINE OF
THE VOLVO ENTHUSIASTS CLUB

Members Day 2017



Roger Parish's "Ted Wills Trophy" Winning PV

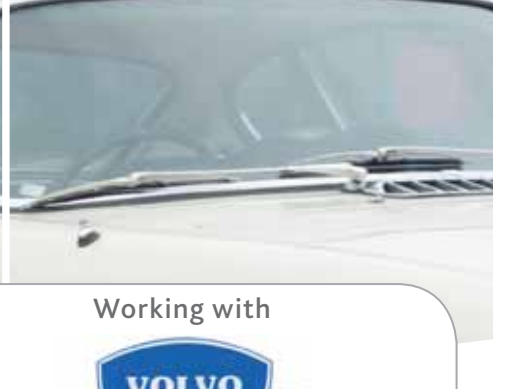
AUTUMN 2017

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**AUTUMN 2017
ROLLING ON**

The Magazine of the Volvo Enthusiasts Club
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1800 – Tony Whitton	140/160 – Matt Brace
200 – Mike Brace	300 - Dai Brace
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Contact details for Advisors are found on website under "CLUB"

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Northern Area – David MacKenzie
Southern Area – David Foxley
Eastern Area – Gillian Whitton, Nelson Farmhouse, Ipswich, IP6 9BF
Midlands – Volunteers for this area please contact Tony Whitton
Wales/West – Could you have the enthusiasm to take this on?
South-West – Contact Tony Whitton if you have what it takes!

Magazine Editor: Gillian Whitton – editor@volvoenthusiastsclub.org

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Chairmans Chat - a message from the Chairman/Interim Coordinator

With the show season slowing down now and just the NEC to look forward to it's a good time to reflect just how important a part of our lives our cars are. With my own large collection (and there is always another poor, neglected or unloved Volvo in need of rescue) I am always juggling fettling a major project with keeping the roadworthy ones in order. But it does mean that I have great fun bringing the lame back to full health, or just driving along an old fashioned "A" road enjoying the Classic Volvo experience – as well as sharing my passion for Volvos at Classic Car Shows.

We have had a great Summer attending events with our July Members Day at Bantock House Museum, Wolverhampton being a huge success, as well as taking stands at Helmingham Hall Festival of Classic and Sports Cars in early August and Stonham Barns Classic Car Show just two weeks later. Both shows presented ideal opportunities to spread the word that Classic Volvo ownership has multiple benefits, including the practical issues of keeping up with modern traffic on the dreaded "M" ways.

With nights beginning to draw in and the annual fight over the heating controls raging countrywide, it is also time to start thinking about whether you will be using your Beloved over the winter, or if you will spend that time poking around in those spaces that get little attention otherwise. For the more intrepid of you I have put together a guide to improving the engine compartment. This is an oft overlooked area which can let down a beautifully presented car but which can be simple to resolve.

The eagle eyed among you will have seen the change of Finance Officer on page 3, we are delighted to welcome Roxanni McFadden who owns a very tidy 1979 240DL known as "Hank" - who graced our stand at Helmingham Hall in August. Roxanni has an accountancy background, so is ideally placed to oversee the financial affairs of the Club.

We are all very grateful to Colin Hughes for the eight years that he has given to the running of the Club (2009 – 2017) and for his assuming the role as Finance Officer at our March 2017 AGM when he had agreed to take the position on a six month term, or until we could find a suitable replacement if that was sooner. We all wish him well for his "retirement" as Finance Officer, but he will continue to be a Committee Member and the 700/900 Series Advisor.

Thank you Colin.

Enjoy your cars, however you use them in the coming months.

Tony Whitton – 07970944803 - chairman@volvoenthusiastsclub.org

CHAIRMANS REPORT

First of all I want to thank all old and new members for their support after my taking over from Colin Hughes. Because most of the membership subscription monies were in the hands of other people we had to rely on a small group of members for financial support, most of the advertisers supported what we were doing with the Club and we had to build a new website, Facebook page and Twitter account. So that members could talk to officials we also have phone numbers to ask questions or advice etc. We are also now attending smaller shows; we would still like members to help with this in the different areas.

We have been producing a full magazine that's on time and thanks must go to my wife, Gillian, for this. We welcome any contributions for the magazine and look forward to reading them.

We want to put the past behind us but I need to let you know why I took the reins from Colin. When Colin took over the Club had debts and only were 60 members left in 2010. We have built the Club back up to around 300 since that time but the Club was never before run by a committee and no financial report was ever printed in the magazine. So when I took over I called a meeting for all members to come and put their points of view over at that meeting. I was voted in as Chairman to run the Club and a full committee was also voted in. Changes have now been made to the Constitution of the Club which does, in fact, give you the members the right to say how your Club is run – and a Financial Report will be printed in the magazine prior to the next AGM.

So I hope this will help you to decide to renew with the Club for 2018.

P.S. These are the reasons (above) why some who had resigned from the Club evicted three of us from our own Club, a Club that we had given much time and passion to for many years.

Tony Whitton – 07970944803 - chairman@volvoenthusiastsclub.org

MEMBERS DAY

@BANTOCK HOUSE MUSEUM, WOLVERHAMPTON

JULY 23rd 2017

Following a nights heavy rain the day dawned bright over the Premier Inn (Broadgauge) Wolverhampton and after a sustaining breakfast we hopped into the cars and headed the 4.2 miles to Bantock House Museum.

Despite being nice and early we had already been beaten to the car park by Ryan Wade and his "Bat Car", a discreetly adorned S40 that doesn't look anything more than just that, an S40 – until Ryan lifts the bonnet - and then points you to the additional "Bat" memorabilia inside the car. It looks fantastic in either guise.

After making myself known to the Museums Sunday Coordinator we were directed to the front of the Museum and the parkland, which proved to be the prettiest of aspects for setting out our gazebo and tables, with plenty of room for all the cars on the semi-circular driveway and on the grass in front of the house, although the trees were still a bit drippy!

Attendees started arriving thick and fast and the first 20 members to sign in received a "goody bag" containing key rings, stickers, a pen and a notebook. The Museum had organised a voucher system for members to receive complimentary drinks/cake at their cafe, which was serving a large choice of enormous cakes, a huge selection of coffees/teas - and including fruit tea - along with a full menu of meals, snacks and ice-creams.

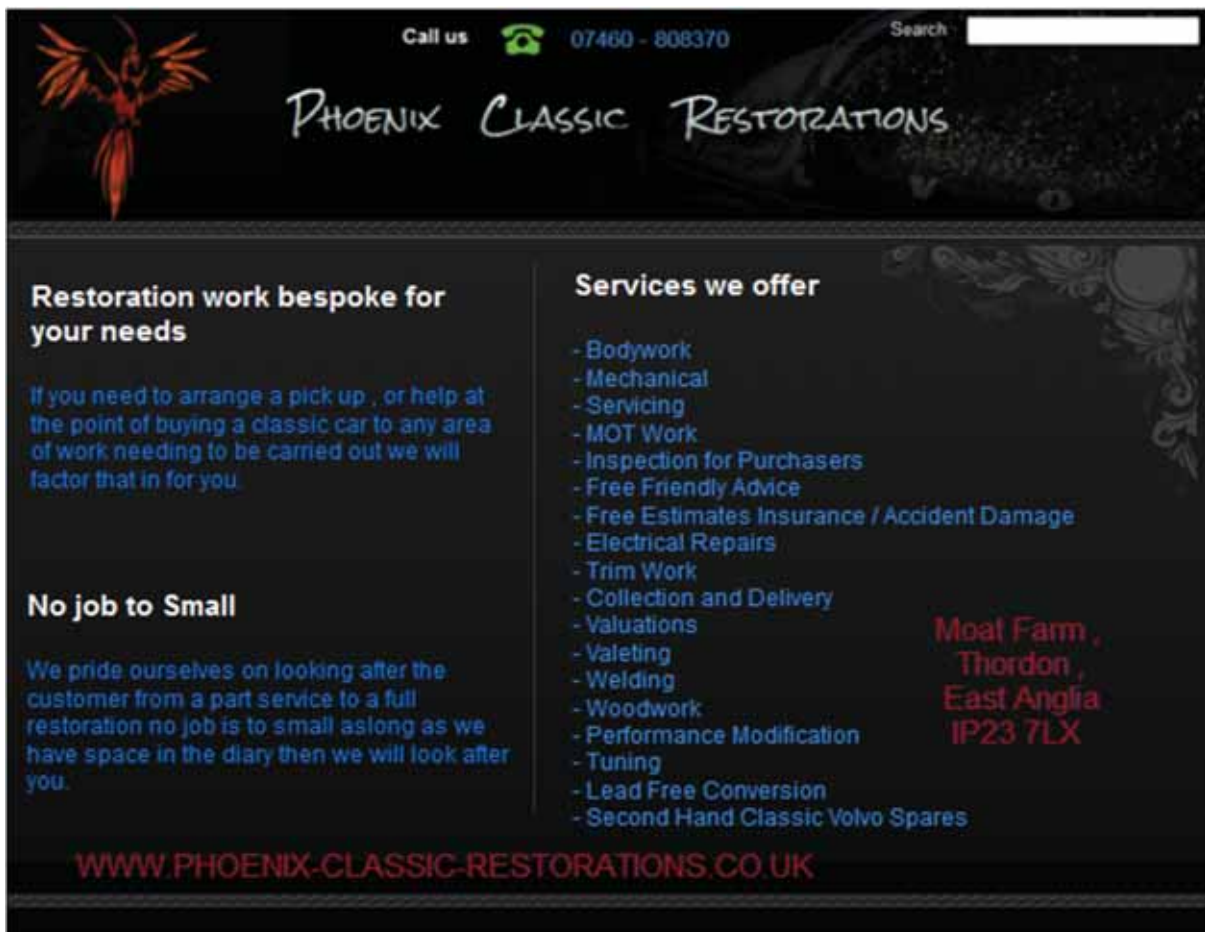
There was also a craft fair taking part that weekend occupying many of the rooms within the Museum and its outbuildings, there you could buy paintings, jewellery, handbags, crafty supplies, handmade gifts, vintage items, etc, giving those with a lesser automotive interest something to enjoy once they had exhausted the many Museum exhibits.

We seemed to have at least one example of most of the Classic models Volvo produced and Colin Hughes had brought along his latest limousine, a very fine bespoke 6-door 740, with Robert Hughes driving the 760 hearse. Roger Parish had made the long trip from Halifax in his PV444, Malcolm Frith drove his ex-Lowestoft taxi 164 all the way from Norwich and there were 120's aplenty with several estates too, my 262C had flown up the A14/M6 along with one of our 1800s and we had a selection of 940's and V70's too. Stu Mills and his 850 T5 were one of the earlier arrivals along with Lawrence Fowler in his XC90 and who was on hand to take fabulous pictures of members cars - he was also fine tuning his latest gizmos for "trick" photography resulting in some spectacular photographs – and some very amusing ones too!


Members were asked to vote for their favourite Volvo on the rally field that day and when the numbers were counted the overwhelming choice was Roger Parish's splendid PV444, Roger received an engraved tankard along with a gallon of Classic Oil and a Volvo oil filter. Oil and filters were also presented to John Kemp (131), Ric Costigan (122S), Malcolm Frith (164), Ryan Wade (S40) and Andy Marshall (220) for having cars that caught the eye of our Chairman and of which he thought merited acknowledgment. Well done all.

Our visit to Bantock House Museum remained dry all day and visitors started leaving from about 4pm, many with very long distances to travel home, we were all made very welcome by the Museums staff and thoroughly enjoyed the hospitality, the site is perfect and the facilities were all we could wish for. We will certainly return in the future.

Gillian Whitton



The image shows a website banner for Phoenix Classic Restorations. At the top left is a logo of a phoenix. To its right, the text 'Call us' is followed by a telephone icon and the number '07460 - 808370'. Further right is a search bar with the word 'Search' and a white input field. The main title 'PHOENIX CLASSIC RESTORATIONS' is written in a white, stylized font across the top. Below the banner, the website content is organized into two columns. The left column has a heading 'Restoration work bespoke for your needs' and a paragraph of text. The right column has a heading 'Services we offer' and a list of services. At the bottom right of the right column, the address 'Moat Farm, Thordon, East Anglia, IP23 7LX' is listed. At the bottom center, the website URL 'WWW.PHOENIX-CLASSIC-RESTORATIONS.CO.UK' is displayed.

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My Favourite Meeting of 2017 – by Stu Mills

The **outdoor meeting** season for 2017 is sadly coming to a close with the weather changing and the nights starting to draw in, so looking back over the 2017 season I wanted to write about my personal favourite meeting of this year.

Back in June several Volvo friends decided to persuade me to jump onto the overnight ferry from Hull over to Rotterdam and then drive an hour to the VolvoDrive, Treffen.

As it's an overnight ferry, everyone gets a cabin and although not all cabins come with a sea facing window, the accommodation is modest and clean. Don't expect Cunard Silver Service standards on this route, but!, I did manage to get some rest ahead of the onward drive the following morning.

So after being woken up at 06:30am by an announcement that came straight from the Hi-de-Hi! script book, we disembarked in Rotterdam on the Sunday at 08:00 am with our group of seven cars beginning the drive North to the event.

The motorways were toll free and clean with the Dutch driving to a good standard and certainly being of no trouble for our ships as we got to grips with driving on the wrong side of the road.

We used 2-way radios to keep our small convoy in check and to stop tail end Charlie.... me!... from getting lost and becoming detached from the group at major junctions and lights.

It took just over an hour to drive from the Ferry to the event and it was a glorious, sunny day and apart from a deeply fly spattered windscreen the cars arrived looking clean and fresh.



The event itself is massive there is no other word for it. We have some big numbers attending meets in the UK now but trust me this is on a different scale.

The venue itself sits on an inland lake with very shallow sandy beaches leading down to the fresh water edge. Children of all ages were happy to paddle and play in the sun surrounded by what must have been over 1200 Volvo's of every type and designation.

Although that said - Roger Parish - I never saw a split screen PV444 and I



would not have liked to have been the owner of the 480 limited edition that was left parked next to the children's play area!

The Dutch are fantastic English speakers and were very happy to see

us, lots of banter over Brexit but talk quickly returned to the common language of cars and where can I buy chips with Mayonnaise on please?

For myself and planning meets in the UK, I know how hard it is to get organised and make people turn up but I have to say, it was a wonderful day, a great adventure with the cars, family and friends and it was simply great to make contacts on the other side of the channel and just relax on a perfect day.

I'll be doing this meeting again in 2018 if you guys want to come along, for now though, here is a selection of some of the photos we took to help bring to life the day and you can see a video of our trip by following the link to YouTube.

(Credit to Stephen Evans for the photographs used in this article).

https://youtu.be/VPVh6l_KhRs



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VEC DOES HELMINGHAM HALL

August 6th 2017

Helmingham Hall Festival of Classic and Sports Cars has always been our most local Classic Car show and this year we decided that it would be fun to take a Club stand at the event which is organised to raise funds for the East Anglian Childrens Hospice (EACH) a very worthy cause, the stand cost is just £10 per car and members were invited to bring their cars along "on the Club".

We were blessed with glorious weather for the 1-day event and the 262C towed my classic Carlight Cosmopolitan caravan along to be tea shed and backdrop for the day.

Along with a large selection of 120 estates, which included John and Pat Alvely's 1968 model, Tony's 1966 (Percy) and Robert Whittons lightly modified "Grey Lady" – as well as several 120 saloons, we were also joined by Malcolm Frith's (ex Lowestoft taxi) 164, our new Finance Officers 240 saloon (LHD and known as "Hank"), Colin Hughes' 740 bespoke 6-door Limousine (we have recently even heard rumours of another limo {4-door conference special by Nilson} recently saved from banger racing...), we actually found ourselves over the allocated spaces if we counted the caravan!

Our pitch was perfectly positioned right next door to the main arena, at the top of a major avenue and just a stones throw from most of the food stalls... and the ice-cream vendors, so we had a constant flow of visitors and were pleased to sign up several new members – a big **Welcome** to each one of them.

A number of the show entrants pay for the privilege of parking directly in front of the Elizabethan house and also to be judged in the Concours; nearby there is a larger contingent of Classics spread across the parkland where you can wander about and fill your boots with every marque from Abarth to Zaporozhets (possibly!).

There is plenty of opportunity to speak with the owners, who are usually to be found with their picnics and chairs right beside their beloved Classic. There is also a renowned "driveway run" with commentary, which gives those participating the chance to zzzzz-oooooo-mm up to the spectacular gatehouse - and back again giving it large.

Entertainment in the arena ran from 10am to close of play and included Birds of Prey, '40's dancing – which also invited audience participation, live music and diverse dog and wild animal introductions!

There was a shopping avenue from which you could buy car requisites, handbags, hats, jewellery, antiques, insurance and more. Big kids and little could try their hand in mini Land Rovers. There were also a number of stalls promoting charities.

The sun shone on us all day long and we couldn't have had a better day, come and join us next time - we've already had our space confirmed. We look forward to welcoming you there next year.



STONHAM BARNES CLASSIC CAR SHOW

August 20th 2017

When we decided for 2017 to take a stand at the **Helmingham Hall Festival of Classic and Sports Cars** at the beginning of August, it was felt that **Stonham Barnes Classic Car Show** would also offer the perfect opportunity to invite members to come along and display their Volvos.

Another glorious morning greeted us as we prepared to head over and take up residence on the stand allocated to the VEC. The field is approximately 10 acres and by the time all the Clubs and individual entrants had arrived, there was virtually no room left.

The caravan and a black modified 120 (Granda V6, Jag back axle and featuring bench seats) having been taken over on the Saturday, we were joined at home early on Sunday morning by James Palmer with his S40 who then followed us over to Stonham where we met up with Ryan Wade (S40) and hand him his show passes.

With twelve spaces to fill again it was great to see all the cars arriving as the opening time approached. We juggled things about and finally Tony was happy with the display and with the caravan at the back again – it always attracts lots of attention so is perfect for drawing in the punters!

John and Pat Alvey (221) had travelled over from Norwich, but unfortunately Malcolm Frith (164) was on holiday and so unable to join us this time, but Ryan Wade (S40), James Palmer (S40), Liam Pepper (240 estate), Bob ? (221), Robert Whitton (221), Mark Turner (1800S) all helped swell the numbers and we signed up lots more new members – a big **Welcome** to them all.

Attending local shows is a great way to get out and meet the Classic owning public, we may not all share the same main love but we are all passionate about Classic cars and local shows are where the vast majority of enthusiasts get their shot of Classic immersion.

Stonham Barnes is a complex of barns that were converted in the 1990's to provide a shopping outlet, Birds of Prey Sanctuary and event venue; the event field hosts classic car shows, VW international events, Swede Fest, craft shows, a weekly car-boot sale and anything else you can think of. There is always something to visit and see, you can even rent a static caravan for holidaying in the area.

We are aiming to host at least two stands in each region every year, so if you know of a great show with lots of entertainment and family fun, please put forward your suggestions and we will see what our local Area Representative can organise.



Stonham Barns Classic Car Show 2017

David MacKenzie (Northern Area) is already in discussion with Glamis Castle for their 2-day event next July (2018), this event is believed to be the largest transport gathering in Scotland.

Gillian Whitton – Eastern Area Representative



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HOW TO CARRY OUT A SMALL SERVICE ON A B18 AND B20 DISTRIBUTOR

by Adam Twose

Here's how to keep your Amazon or 1800 distributor in good health. The standard system in these cars is completely similar to any other '60's and '70's car with Bosch ignition. Service parts are readily available and are inexpensive. The system will be instantly recognised and easily worked on by any technician. It is easy to work on, but does require a lot more maintenance than modern car ignition systems. When in tune it works extremely well. When it's not you quickly notice poor running, a drop in performance and increased fuel consumption. It is easy to consider faults with other components or spend unnecessary money and time when the cause is normal wear and tear on replaceable components. At times, complete ignition systems are upgraded or replaced unnecessarily



This is a basic explanation of the components of a Bosch distributor and the photos are of a reproduction air-cooled VW distributor. Please note that the distributor fitted to fuel injection cars is different to the type fitted to carburettor



cars as described here

Cap

There are 5 posts on the exterior of the cap. The middle post is connected to the coil with an HT lead. The 4 outer posts are connected to the spark plugs by HT leads. On the inside of the cap are 4 pins and a central, spring loaded carbon brush



It is important to keep the inside of the cap clean and can be cleaned with most solvent based cleaners including electrical connector cleaner, carburettor cleaner and even brake cleaner, but must be completely dry before replacing and put into operation

A replacement cap is extremely inexpensive and it is surprising how a small amount of wear or build up of dirt on the pins can cause problems. It is the same cap as used on most Bosch distributors, but B18 distributors have a semi-circular cut out for the capacitor insulator. Check for cracks and deterioration in the plastic as even the smallest of imperfections can let in moisture

Underneath the cap might still exist a black disc which is a further condensation trap. It was fitted to some Bosch distributors, but quickly becomes brittle and bits can end up inside the distributor so has usually been discarded and not replaced. The distributor is well situated that it does not frequently suffer from getting water logged



It is impossible to put the cap on incorrectly as there is a notch that aligns with an indent in the distributor body

Rotor Arm

Under the cap is the rotor arm. This is attached to the

distributor shaft which is driven off of the crankshaft and runs at half the engine speed. The rotor arm distributes the spark to each of the spark plugs. It is connected to the cap by the spring loaded carbon brush. On the outer edge of the rotor is a metal tip which nearly touches the 4 pins on the inside of the cap as it rotates

Rotor arms don't wear out quickly, but can cause misfiring and

uneven running when there is a build up of corrosion or dirt on the terminal. It can be cleaned up easily, but is inexpensive to replace and is the same as used on most Bosch distributors

Points

This is the single most problematic component as it wears and deteriorates. However, they are very easy to replace and are well stocked in most components factors as well as being cheap

There are variations in types in Amazons and 1800's. B18 distributors have 2 piece points that are a little more difficult to get hold of nowadays. B18B's and B20A's have points that face one way and B20B's have points that face the other. All types are common parts to many cars with Bosch ignition

The points open and close as they rub against the cam on the distributor shaft by a rubbing block. When the rubbing block is "off-cam", the points are closed and as they are wired to the live feed of the coil, the current goes through the points, and is earthed via the distributor body into the engine block. As the distributor shaft rotates, the rubbing block goes "on-cam" and the points open, in turn closing the earth. Instead, the current goes via the coil which builds up a very high voltage. This enters the top of the distributor, is distributed inside the cap via the rotor arm whilst jumping the gap between the rotor arm and the pin, exits to the spark plug where it jumps the gap causing a spark.

When the points gap opens and closes, there exists a very small arc which eventually causes a pit on one surface and a peak on the

other. Eventually, the surfaces go from a shiny, domed one to a flat pitted and rough one



To replace the points:

1. **Undo the screw** which secures the points to the points base plate and disconnect the lead



2. Take the **points** out of the distributor and replace with new. Do up the screw to reasonably small tension and insert a flat-headed screwdriver between the two raised notches in the base plate and the inverted notch in the bottom part of the distributor. Turn it one way to open the points gap and the other to

reduce it.

NB: B18 distributors of the type that have the low tension connection made by an insulated bolt that goes through the distributor body. The B20 condenser through connection is a much less annoying rubber block



3. To turn the engine, use a spanner or socket on the crankshaft pulley so that the rubbing block of the points is at the highest point of one of the 4 cams

4. Now you need to use 2 feeler gauges on a "go/no-go" basis. The recommended points gap is 0.4mm – 0.5mm. In other words, the 0.4mm gap should not fit but the 0.5mm is slack. Once this is achieved, do up the screw. It is wise to do a subsequent

check to ensure that you have not accidentally altered the gap whilst doing up the screw. Reconnect the lead



The **rubbing block** also wears out, so lubricate the cam with a smear of grease. As the rubbing block wears as it rubs against the cam, the ignition timing alters resulting in pinking and poor running

Continued...page 23

BANTOCK HOUSE MUSEUM 2017



Members Day 2017 at Bantock House Museum
Wolverhampton

Helmingham Hall Festival of Classic and Sports Cars



Stonham Barns Classic Car Show



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Beaulieu 2017



Treffen – around the lake

Distributor servicing cont'd... from page 18

Too large a gap results in insufficient time for the coil to build up energy. Too small a gap can result in misfiring and a weak spark because too much current is going to earth. As the points surfaces deteriorate, the points gap reduces. With deteriorated surfaces, it is impossible to get a proper adjustment. There is no point in trying to renovate the surfaces when replacements are so cheap and filing them takes off some of the coating thus causing the rate of pitting even faster

A dwell meter is a much more accurate way of checking the duration of the points opening as well as a very easy method to check the points without having to open up the distributor and using a feeler gauge

Condenser/Capacitor

The condenser is a type of energy storage device which is attached in parallel to the points. It prevents the high voltage in the system jumping across the points gap thus reducing the rate of deterioration of the points surfaces

There's no way of testing the condenser, but if the points are deteriorating very quickly, it's a good sign that it is not good

Simply detach from the side of the distributor body by undoing the screw and replace. Again, a very commonly used component. Some are 2 piece components which comprise of the condenser and a small bracket



Vacuum Unit

Attached to the side of the distributor body is a vacuum unit. Most B18B distributors do not have a vacuum unit and advance happens on a fully mechanical basis. B18A, B20A and B18B's (where fitted) have vacuum advance units. B20B's have vacuum retard units.



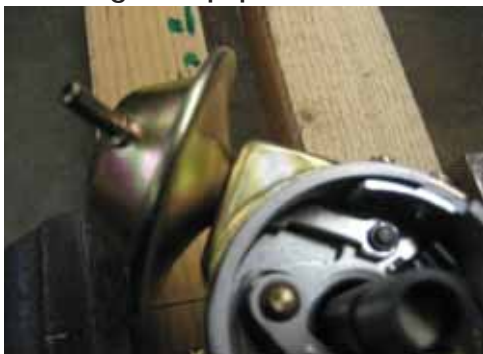
Inside the sealed canister is a diaphragm which is connected to the points base plate by an arm. The unit is connected to the inlet manifold by a hose. When the vacuum from that port is sufficient, the diaphragm alters the position of the base plate in relation to the shaft.

The purpose is alter the timing of the spark in relation to how varying mixture ignites. At weak mixture, such as at vacuum at low rpm and small throttle openings, the spark timing needs to be advanced. As such, the vacuum advance unit advances the spark timing. This results in better response from low rpm and increased fuel economy

To burn strong fuel mixture, ignition retard is advantageous. As such, some cars were fitted with vacuum units that retard the timing under heavy vacuum such as engine braking, changing gear quickly and going downhill. These vacuum units do nothing for performance and power, but improve exhaust emissions. These types are usually seen to have been disconnected and the vacuum port bunged.

It might be the case that Volvo did not fit vacuum advance to twin carburettor cars is because they have a stronger mixture at low rpm and small throttle openings

Problematic vacuum units are a concern now as replacement parts are difficult to get hold of. The system can simply be checked by sucking the pipe and checking that it holds good pressure. The points



base plate should move. If it does not hold vacuum. It is best to plug the vacuum take off. This will obviously reduce throttle response and increase fuel consumption

Mechanical Advance

A full distributor strip-down is not covered here, but it is possible to carry out a simple check

Inside the distributor body is a pair of weights attached to springs. As the shaft rotates, the weights go outwards with centrifugal force dependant on the rotational speed of the shaft. This alters the position of the rubbing block of the points in relation to the cams and in turn advances the ignition timing as the points close earlier.

Advanced ignition timing is required because when the piston speed increases, the reaction in the combustion chamber stays relatively fixed. Therefore, it is necessary to bring forward the point at which the combustion takes place – too late and the piston has gone past its optimum point and pressure in the combustion chamber is too low.

There is a point of maximum advance. This is governed by stops which prevent the springs from going any further outwards and is at between 3,200 and 3,900 rpm depending on engines. At that point, the dynamics of the airflow inside the inlet manifold results in sufficient turbulence to overcome the above mentioned problem of the fixed reaction and the combustion takes places at the optimum pressure inside the chamber.

The advance curve varies from distributor type to type and was



designed with a number of contributory factors including cam shaft profile, combustion chamber design, manifold and carburettor type. Once optimum advance is achieved, it makes no difference of what type of distributor is fitted.

It is possible to carry out a basic check on the mechanical advance system by twisting the shaft while the rotor arm is attached. There should be good resistance and it should spring back to its original position when let go.

It is also possible to check the advance curve using a strobe timing light. At above 3,200rpm, set the timing to 32 – 36 degrees depending on the engine and distributor type. When it drops back to idle will be about 9 to 14 degrees. The fully advanced setting is pretty much the same on all B18 and B20 engines, but the slow running advance varies and can be looked up in Haynes Manuals or other sources.

If the advance does not vary, then the springs could be stretched or broken, the weights worn or the distributor shaft jammed. It could be possible to un-jam things by a good strip down and lubrication. But if worn, it's bad news as these individual components are no longer available.

Not present on the distributor photographed is an oiling canister. These were present on later distributors and allowed the springs and weights to be lubricated through a small hole with engine oil or light oil. On the top of the shaft is a felt pad for lubricating the shaft. This is often missed and severely reduces the longevity of Bosch distributors.

In summary, the standard distributors fitted to Volvo B18 and B20



engines are extremely serviceable and perform well when properly serviced. The points do deteriorate faster than normal servicing intervals and to maintain good performance and efficiency, need regular attention. A good regular service is not expensive and can cure many engine running problems

This excellent and informative article has been sent in by our newest member, Adam Twose, who only joined the Club last Friday 22nd September! Glad to welcome such a keen Enthusiast to the fold :0)

1800 DASH TOPS - Most 1800's have dash problems from cracking above the speedo or on the end where they may have been put back into cars, as the plastic goes very brittle with age.

New dash tops are available from Brookhouse, they are not cheap but they fit very well.

Don't forget to disconnect the battery when working with any electrical things.



To replace a dash top you need to undo the steering coupling in the engine bay, which you may need to replace as well. Take the steering wheel off and make a note of where all the parts go, undo the dash retaining bolts at each end on the door pillar, also 3 no tapered bolts located underneath near the windscreen. Remove



bolts holding the steering retainer, this will now let you pull the dash forward, you have to lift the passenger side up to release the pressure between the door pillars. Remove the heater demist pipes, lay a dust sheet on the gear box tunnel, pull the dash out then

carefully turn over to enable you to have access to the fixings for the dash top. These are located at each end and 4 no self tappers, with this removed the dash top can be removed from the car. Next you remove the demist vent covers, each have two self tappers. I suggest you turn over and spray the self tappers with WD40, leave for 5 minutes and then remove, do the same with the rear view mirror. Clean up and repaint the dash underside with epoxy primers and black matt, leave to dry. Remove the old dash top, noting where the spring holders are located. With the dash top off, clean down and paint.



While waiting for this to dry inspect the car around the windscreen area etc, clean and repaint if required.

With the paint all dry put the new dash top in place, be careful to feed over spades, check to make sure vents line up - but do

not stick down. Fix vent covers back on, this will hold the dash top in place, next make a hole in each end for the retaining bolts, make holes for the self tappers and then reattach the five clips in the same position as those removed - do not cut any excess off the dash.

Then re-fix the mirror and heater pipes, this is easier to do now rather than when lying underneath the dash! Now reattach the bottom section of dash, it is all ready. **Turn over** and refix in reverse



order, put back the steering retainer and steering rod and then the wheel – make sure you fold over the retainer to stop the nut working loose.

Check the wiring to make sure you have not disconnected any wires - and now you are all done,

bar the cleaning of the remainder of the dash to look as good as the top.

Tony Whitton
07970944803

1800series@volvoenthusiastsclub.org

FOR SALE

Rally prepared 123GT - £16,500 - tel: Owen Ferry on 07979 082 656

120 SERIES REPORT

120series@volvoenthusiastsclub.org

Hello Amazoners I want to just add a little Amazon info for any new to the model or even thinking of buying a wonderful Swedish chariot we all love ! To give everyone some info

This article is intended to give a brief introduction to the Volvo 120 Series known generally as the 'Amazon'. Half a million were built by Volvo between 1956-1970 and gained a well-earned reputation for toughness and longevity.

Many would argue that the 120 series really made Volvo's name in world markets. When introduced the car caused some surprises for a relatively small-engined

performance
in some cases
some sports

I have always
choose the right
your needs then
could be used
occasion from
use, to fast road,
like rallying ,

& track use, which has been proved over many successful years - as many a Amazon owner will testify to! We Love our Swedish Classic.



car with a
matching - and
exceeding -
cars.
thought if you
model to suit
any Amazon
for any
daily family
to anything
long distance



There is a great deal of
confusion over the numbering
system adopted by Volvo for
the 120 series. Four-door
saloons are designated P120,
two-door saloons as P130's and
estates as P220. However, one
sees a two-door badged as a
121 and can be badged as a
122's. The badging is generally

an indication of the engine originally fitted ie 121 indicates a single carb engine, 122's twin - the 'S' for sport. Later cars are often called 131, 132 and 133 but are not badged as that, using the existing numbering system, 121, 122's etc. The exception is the 123GT.

To establish what a particular example is one is advised to consult the TYPE number. This is found in the engine compartment on the 'box' which holds the brake master cylinder or in later cars the servo linkage. The number is a five

figure number. The first three are the main clues.

The first 1 = Saloon, 2 = Estate,
the second 2 = four-door or estate,
3 = two-door saloon.

The third figure relates to the engine.

1 = B16A or B 1 8A or B20A,

2 = B16B or B18B,

3 = B18B or B20B.

There are improvements and modifications we can all make to the vehicles.

One of the most popular and useful is to fit an overdrive, it gives a better fuel consumption and lowers the revs (one can also hear the radio at 70 mph).

Another is changing from a single carb into a twin. When doing this it is also advisable to fit a twin exhaust down pipe if a single was originally fitted, this will help the engine to breathe. For the more ambitious a camshaft replacement will give more 'go'. One modification I firmly believe in is the fitting of a Simonz Sports exhaust system. Their robustness and long life make them an excellent buy giving very good performance!

Wide 5.5j steel wheels give extra tread on the road which I find a must and giving that fuller arch look to our Amazon.

Another good use of an Amazon estate is taking a car load of bits to a club event for the VEC – see, at any occasion an Amazon can take care of your needs although sadly through the years the Amazon Estates have been too

good a workhorse making most battered and scrapped!

Description of model and bodytypes:
Amazon

Amazon was the first name given to the 120 model. Unfortunately Volvo had to drop this name because the rights had been already given to Kreidler, a German motor-cycle factory.

121



The 121 was fitted with a single carburettor engine types B16A, B18A or B20A; body types P130 (2-doors), P120 (4-doors) and P220 (the Combi). The 121 was not available in the USA.

122S

The 122S model had an engine with twin carburettor with engine types B16B, B18B, B18D or B20B; body types P130, P120 and P220. In America the Amazon was only fitted with a twin carburettor.

123GT

This is a special 2-door model (P130) with the high compression B18B engine, M41 4-speed gearbox and overdrive, fog lamps, mirrors on the wings, special GT steering wheel, and an exclusive dashboard. In total approximately 5000 were made between 1967 and 1968.

That's a little info for now.

So hopefully everyone has had a wonderful summer enjoying their Amazons I have managed to get a few shows in this year with some family drives in between but plan on expanding those next year to see more in my AMAZON around the UK, with a possible trip abroad I'm hopping, fingers crossed .

This time of year I normally give my second major polish to my car with a good wax to protect the car through winter time, I find it good practice with a careful eye on inspecting the car at the same time as servicing it , what can I say spending quality time with an Amazon is heaven to me - any excuse :)

Well folks I hope you carry on enjoying your Amazons and remember a well serviced Volvo will keep you safe and with a smile on your face take care for now and have fun till my next scribble .

Robert Whitton - Your 120 Series Adviser

AMAZONIA

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Brian Gue - Amazon owner since 1981
Amazon Cars Workshop

Crown Corner, Denham Street, Denham, Eye, Suffolk IP21 5EX

Tel: 01379 871561

email: brianguel@live.com

200 SERIES

200series@volvoenthusiastsclub.org

Robert's is the eldest or should that be oldest, which he purchased at auction in Shepton Mallet 6 years ago during one of our happy times at the Bristol Classic car Show.

We had viewed it prior to the auction and kept making tutting sounds and noting a number of pretend faults with it whenever other potential buyers approached. We even convinced them that the mileage (just 28k) was wrong as the speedo drive was broken. Ironically its one previous owner was a Vicar (not Vicca) from Leeds, so we beg for forgiveness.

Armed with all the "listed faults", the bidding started at just £500.00 but quickly got to £1000.00. It then edged to £1150.00, which is what we got it for, With usual commission and our beloved VAT we paid just over £1300.00. Which we believed was a bargain.

It now has just over 43k and is running well.

The saloon conversion is a different story and I have yet to establish who did the work. All I do know is that it was carried out in North Wales circa 1999.

It was converted for a hill farmer who needed somewhere to put the feed and a place for the sheep dog. Both of which were evident when I collected it from him.

I noticed as soon as I drove it that the automatic box was only getting into 3rd. Thankfully this was an easy fix by-passing the overdrive solenoid.

It has gone through the last 3 MoT's without any major issues. The registration document has it recorded as a pick up.

The third 240 we have is Katy. A 1986 Estate that its owner purchased new when he retired. Ossie certainly knew how to take care of his car and, up until about 3 months ago, it had no dents or dings. Sadly someone hit it whilst parked in the Close and caused a foot long dent on the offside rear below the fuel filler cap.

Katy currently has starting problems which I believe are due to the flywheel sensor. If anyone knows a foolproof method of removing this, please email me.

Colin Hughes

300 SERIES

300series@volvoenthusiastsclub.org

There has been a considerable increase in values of 300 series hatches – both 3- and 5-door - over the last six months or so and if you're looking for a restoration project, or just something to jump straight into and drive away, you really should not leave it much longer. The good'uns are hitting serious money already and they will

be nipping at the heels of the established Classic Volvo's within the next few years.

It's a fact of life that the cars that we all remember our parents having when we were young are the cars that are inevitably sought after by the generation that can hark back to those nostalgic journeys in the back of Mum and Dad's, or their best mates Mum and Dad's, drive on holidays and days out.

At least we can say that our own children will be driving *real* Classics.
Dai Brace – 300 Series Advisor

700/900 SERIES - 700/900series@volvoenthusiastsclub.org

An eventful time in the Hughes household since the last report, but don't tell the wife about the new Limo.

Some good news and some not so good I'm afraid.

The not so good is that the yellow 740 "American Taxi" has left the collection due to major engine and suspension problems which made it too expensive to fix. So not being prepared to let it go for banger racing, I took what might be called serviceable parts from it and sent it away for scrap. G777 WTM rest in pieces.

On the good side, the dark blue V6 760 4 door Nilsson Limousine which we have had since 2000, has been sold to the private collector in Belgium who has his own museum. By the time this is published it should have been collected and being prepared for its restoration.

Had some great times with this vehicle including the NEC, VEC & VOC events, family gatherings and a wedding car for friends. So goodbye to G760 VYV.

Staying with the good news, another Limousine has found its way into the collection. This was another that was due to go banger racing or for spares.

When I first saw it in early August, it looked a sad sight, having been stored (left) outside for 2 years in a semi industrial yard that was attached to a farm.

Having persuaded the owner, that this vehicle deserved better than banger racing, he agreed to sell it to me, for less than amount the banger racer had agreed. The racer was subsequently told that the vehicle was no longer available.

I was unable to let it be driven home in such a state so I later spent 2 days at the site cleaning it, before our Robert came with me in the 6 door Limousine at the end of the following week to collect it.

I'll let you guess who did most of the driving on the homeward journey!!!

With just 67,000 on the clock and fitted with the straight 6 engine, this is a 1994 960 4 door, with conference style seating that drives and handles

superbly as you would expect of a Volvo. It had 12 months MoT with it, which caused me some concern, as the mileage recorded on the certificate was the same as that showing on the milometer, and the testing site was about 20 miles away and the speedo was recording correctly. So once back at our storage unit in Earls Barton it was put into the MoT bay for a full inspection.. It was faultless in all aspects.

There is a small amount of damage to the roof, where a ladder fell on it during its time in outside store, sadly I don't think the "Mend a Dent" mob can mend this.

It has already attended a number of car shows and those who attended the VT meeting at Gaydon (17/9/17) would have had the chance to see it.

Both Limousines are booked into TRAX at Silverstone on October 1st. Track time has not been booked.

It would be great to hear from other 700/900 owners about your cars, so contact me at the address given in the front of the magazine.

Keep 'em Rolling.

Colin Hughes

850/V70 SERIES

850/v70series@volvoenthusiastsclub.org

Since last writing, both the 850R and V70 Police car have suffered with water retention problems, it's a sign their both getting on a bit! **Joking aside**, if you are running a Turbo charged Volvo, next time it's due a service I strongly advise inspecting the turbo return coolant hose. **Inspection** is easy and the replacement pipes, copper crush washers and banjo bolt from Volvo will not cost you more than £20 including the VAT. **As your** Volvo parts guy will tell you, these pipes fail regularly and it'll be a part most dealers carry on the shelf and if they don't, they will order for you in stock for the following the day. **Inspection of** the hose must be done from underneath the car as you will need to look up beyond the driveshaft and look at the underside of the turbo. Inspection cannot be performed from the top looking down, so if you have a set of car ramps or your working on the underside of the car....always have a quick glance and feel as opportunity allows.

As you can see from my photos Volvo have cunningly designed the pipe with a tapered end, meaning you cannot buy a standard straight hose as each end meets up with a different size metal pipe.

When inspecting, if the pipe looks swollen around the jubilee clips its worth for the hours labour replacing, as this is the first sign the pipe is delaminating and failure will occur at an inconvenient future stage.

As I found, a small pin prick size hole will empty the coolant system in minutes



especially if the engine is hot as the system becomes pressurised. In my case I could not see the car for steam as the leak was spraying directly onto the hot Turbo and exhaust manifold.

If you are going to tackle this job yourself, I suggest help from a second person, as room for large handed people like myself is very limited and the job is much easier if you have someone holding the various spanners and sockets onto the bolt and clips while you work the tools from underneath. The second person is also useful for giving kind words of encouragement as this job will test

your patience.



Once the return pipe is removed from the car, it's easy to remove and replace the rubber section. My advice here is only loosely tighten up the clips as you will need to adjust the pipes to the correct angles when refitting to the car.

Also for the sake of pence and doing the job right, use a new banjo bolt and copper washers. **Installation**, as they say, is

simply the same steps but in reverse.

Once the banjo bolt is nicked tight, no need to go mad with the socket set here, and the hose clamps screwed tight, you can then refill the system with coolant.

You will find that due to its low location on the engine, you will find that in removing this pipe it will drain the system so expect to refill the system with around 3.5 litres of coolant and antifreeze mix.

All that remains is to run the engine and allow excess air to escape before the water level is then found and topped up.



The first photo shows small split that emptied the 850's coolant system in minutes in a spectacular steam cloud.

Photo 2 shows cleaned up pipe, new banjo bolt and copper washers and new pipe rubber coolant pipe installed. The old pipe is offered up to show just how badly de-laminated the old pipe had become compared to the new one.

Photo 3 bottom...is me getting down the road happy that 850 coolant system was back in good order ðŸ˜ ðŸ˜

Stuart Mills – 850-v70series@volvoenthusiastsclub.org

NORTHERN AREA

By the time this goes out we will have had our last shows of the year north of the border and can start to look forward to the NEC in November. Anyone who is thinking of going to the NEC for the classic car show I would highly recommend it as a must see.

A few of my Volvo's are now being tucked up for the winter and the trusty old V70 will see me through another winter.

I've still to meet anyone at the classic car shows in Scotland this year who is a member of the VEC. I have spoken to many Volvo owners over the course of the summers car shows with various models, old and new but no VEC

members. Although I have handed out club magazines with membership forms to owners so hopefully they'll have joined up.

With this in mind I'm looking to hear from members who would be interested in entering their car next year at a VEC stand. I have had interest from the club in the **Motoring Extravaganza at Glamis Castle** in July. With this being one of, if not the biggest show north of the border I think it'd be a great show to be part of. Anyone interested in this can contact me at, northernarea@volvoenthusiastsclub.org

It'd also be nice to hear from fellow members in the north. Let's see what's out there people

David MacKenzie

SOUTHERN AREA

I seem to recall that the EU was trying to ban all "classic cars". Not just from city centres, but from just about everywhere.

Then I spotted the following in Auto Express – is it the thin end of the wedge?

Nearly 300k classic car drivers will no longer need to MoT test their vehicle with pre-1977 cars MoT exempt from May 2018 - Vehicles first registered over 40 years ago will be exempt from MoT testing in the future, the Government has announced.

Currently, vehicles built or first registered before 1960 are already exempt from MoT testing. However, the Department for Transport has now agreed that any vehicle constructed or [first registered over 40 years ago](#) will now be exempt from an MoT on a rolling basis, following a successful consultation into reforming the roadworthiness test. The changes will come into effect from 20 May 2018.

At the moment there are 197,000 vehicles registered that are exempt from MoT testing annually, and the Government predicts the changes will mean an additional 293,000 vehicles will no longer require an MoT. The DfT argued that cars aged 40 or older are often kept in good condition by owners, and not used regularly enough to warrant an MoT. Furthermore, it concluded that the modern MoT is not relevant enough to cars 40 years old and that some garages will struggle to fully validate them.

By bringing the exemption date forward, the DfT pointed out it would also "harmonise the MoT exemption date with the date for Vehicle Excise Duty."

The consultation also included plans for a basic vehicle roadworthiness test for cars aged 40 and above carried out on an annual basis. This would have involved ensuring the vehicle's identity is correct and that key components like brakes work. The DfT decided not to proceed with this proposal.

Parliamentary under secretary of state for roads, local transport and devolution, Jesse Norman MP, said: "After considering the responses, we have decided to exempt most vehicles over 40 years old from the requirement for annual roadworthiness testing.

"This means lighter vehicles (such as cars and motorcycles) and those larger vehicles such as buses which are not used commercially. Heavy Goods Vehicles and Public Service Vehicles falling under operator licensing regulations will remain within the scope of roadworthiness testing. This will ensure a proportionate approach to testing for older vehicles, which works for public safety and vehicle owners."

David Foxley

southernarea@volvoenthusiastsclub.org

EASTERN AREA

We've had a good end to the show season and reports for the Helmingham Hall Festival of Classic and Sports Cars & the Stonham Barns Classic Car Show can be found on earlier pages.

For 2018 we are aiming to include a number of earlier shows and events, if you know of one in your neck of the Eastern Area that you think would be a nice opportunity for local members to attend, do please email with your suggestions, I can then contact the organisers and see whether it will be possible to take a stand at the event.

Gillian Whitton

easternarea@volvoenthusiastsclub.org

If you live in the South West, Midlands or Wales and would like to become involved in organising local events for the benefit of members, please get in touch with Tony Whitton by email at chairman@volvoenthusiastsclub.org or give him a call on 07970944803, he will be happy to answer any questions you may have.

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