

# ROLLING ON

The Magazine of  
THE VOLVO ENTHUSIASTS CLUB 2010



**IRV GORDON**  
**WINTER 2018/2019**



The Club for the Classic Volvo Owner

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# ROLLING ON

## The Magazine of The Volvo Enthusiasts Club

### COMMITTEE MEMBERS

Chairman	Tony Whitton
Finance Officer	Roxani MacFadden
Secretary	Gillian Whitton
Membership Secretary	Dai Brace
IT Officer	Robert Whitton
Committee Member	Colin Hughes
Committee Member	Roger Parish
Committee Member	Stuart Mills
Committee Member/DVLA Contact	Colin Atkinson
Committee Member	Pauline Atkinson

### Series Advisors

PV - Roger Parish	120 - Robert Whitton
1800 - Tony Whitton	140/160 - Matt Brace
200 - Mike Brace	300 - Dai Brace
400 - Could you do this?	700/900 - Colin Hughes
850/V70 - Stu Mills	Modified - Any Volunteers?

Contact details for each of the Advisors can be found on the website under the "CLUB" heading.

### Area Representatives

Northern Area - David MacKenzie [northernarea@volvoenthusiastsclub.org](mailto:northernarea@volvoenthusiastsclub.org)  
Southern Area - David Foxley [southernarea@volvoenthusiastsclub.org](mailto:southernarea@volvoenthusiastsclub.org)  
Eastern Area - Gillian Whitton, Nelson Farmhouse, Witnesham, IP6 9BF  
[easternarea@volvoenthusiastsclub.org](mailto:easternarea@volvoenthusiastsclub.org)

Midlands - Volunteers for this position please contact Tony Whitton

Wales/West - Can you fill this position? Contact Tony Whitton

South-West - Contact Tony Whitton if you would like to take this on.

Magazine Editor: Gillian Whitton – [editor@volvoenthusiastsclub.org](mailto:editor@volvoenthusiastsclub.org)

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## CHAIRMANS CHAT

**Amazingly we are now in my** third year as Chairman and I am delighted to say that the Club is now accepted as a Volvo Club by Volvo and we have a good dialogue with them & with the organisers of the NEC shows, which allows us to bring our Club to all those Enthusiasts with Volvo cars at the UK premier shows.

**We will hold** our AGM on 7<sup>th</sup> April at Sywell Aerodrome once again so, if you would like to see any changes in the Club, please come along to *your* AGM; if you would like to join our Committee then you would be warmly welcomed, use the nomination form in this issue of Rolling On.

**Brookhouse Volvo** in Ipswich are always supportive of us so BIG thanks to Simon and Darren, without their work many cars would not be on the road today.

**We have** had to put our yearly joining fee up this year to help cover postage and magazine costs, although looking around I still think it is good value. I am pleased to say a lot of members have already renewed for 2019, so fill in and return the enclosed application form if you've not already done so to ensure that you receive all the benefits of your membership.

**We will be** at the Restoration Show in March, as well as joining VT at Bruntingthorpe for the Guinness World Record attempt on 31 March 2019, plus many more.

**If you would** like to do a local show yourself, you may find something in the Events list to whet your appetite.

**Please bring** your Volvos along to Members Day – which is back at Bantock House in Wolverhampton this year, on 22<sup>nd</sup> July. So mark the date in your diary in large **RED** letters and join in the fun, there will be drink and cakes for all Members and goody bags for the first ten arrivals. See you there, full details in the Spring magazine.

**I look forward** to seeing you at one of the Volvo events in 2019.

**Tony Whitton - 07970944803**

**IRV GORDON**, renowned Worldwide for driving over 3,000,000 miles (3,250,257) with his 1966 Volvo 1800S, has passed onto the great Driving Route in the Sky. His daughter Danielle posted the news to the Volvo world through Facebook on the 16<sup>th</sup> November 2018. Irv died of a heart attack whilst in China. Our thoughts and condolences are with his family.

## The End of an Era



IRV GORDON pictured with his 1800S in Alaska after clocking up his 3,000,000<sup>th</sup> mile

# **VOLVO ENTHUSIASTS CLUB (VEC2010)**

## **NOTICE OF MEETING**

Notice is hereby given that a Meeting of VEC ('the Club') will be held on Sunday 7th April 2019 at The Cockpit, Aviator Hotel, Sywell Aerodrome, Sywell, Northampton, NN6 0BN from 1pm-4pm

*Tony Whitton*

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**Tony Whitton**  
**CHAIRMAN**

## **AGENDA**

1. Chair's welcome
2. Apologies for absence
3. Minutes of previous meeting
4. Matters arising from the minutes
5. Election of Officers
6. Correspondence
7. Reports
  - a. Chair's Report
  - b. Treasurer's Report
8. Any other business
9. Date of next meeting



**From the South or South West (M1/A43)**, join the A45 at Northampton and head east towards Wellingborough. It is around 12 miles from the M1 to the roundabout at Wellingborough - turn left here onto the A509. Go straight over the next two roundabouts, then turn left into Sywell Road. Go straight over the next roundabout into the 'Mad Mile' - at the T junction at the end (actually 0.7 miles from the roundabout), turn left. Now simply follow the road; the Aerodrome is on your right less than 2 miles from here.

**From the North or West (M45/A45/M1/M6)**, join the A14 at the M6/M1/A14 junction and head east towards Kettering. Just outside Kettering, join the A43 signposted for Northampton and Broughton (this is the second A43 junction - ignore the first). Just under 7 miles further on there is a roundabout, turn left here towards Sywell. At the T junction in the village, turn left. Around one third of a mile further on the Aerodrome is on your left.

**From the South or South East (A6/A1)**, head for Bedford and join the A6 towards Rushden. When it reaches the A45, turn left to join the A45 towards Wellingborough. At the second roundabout, turn right onto the A509. Go straight over the next two roundabouts, then turn left into Sywell Road. Go straight over the next roundabout into the 'Mad Mile' - at the T junction at the end (actually 0.7 miles from the roundabout), turn left. Now simply follow the road; the Aerodrome is on your right less than 2 miles from here.

**From the North or North East (A1/A605/A14)**, join the A14 towards Kettering. Just past Kettering, join the A43 signposted for Northampton and Broughton. Just under 7 miles further on there is a roundabout, turn left here towards Sywell. At the T junction in the village, turn left. Around one third of a mile further on the Aerodrome is on your left.

# EVENTS – The places to be in March 2019!

**BOOK BEFORE END OF FEBRUARY TO BENEFIT YOUR CLUB\*\***



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\*Club discount is applicable to Saturday or Sunday. Adult or Family tickets booked before midnight on Thursday 21 March 2019. After applying the club discount code. Adult ticket price is £18.50 (£23 on-the-door) and Family ticket price is £45.00 (£58.00 on-the-door). The above code is for use by club members only. \*\* Book before 28/2/2019 and in doing so you are helping your club earn additional show passes and commission. To book by phone, call 0844 858 6758. Calls cost 7ppm plus network extras. All bookings are subject to a single transaction fee of £1.95. Tickets include a show guide worth £4.00. Information correct at time of publishing. See website for more show details.



because #NOSH



**OFFICIAL ATTEMPT**

**1 MILE...600 VOLVOS**

**BRUNTINGHORPE**

**31 - 03 - 19**

**VOLVOTUNING.NET**

**VOLVOTUNING IS PROUD TO ANNOUNCE ON SUNDAY 31ST MARCH 2019 WE WILL BE ATTEMPTING TO BREAK THE GUINNESS WORLD RECORD FOR THE LARGEST PARADE OF VOLVO CARS.**

**WE ARE PLEASED TO BE COLLABORATING WITH THE FOLLOWING VOLVO CLUBS AND FACEBOOK GROUPS:**

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- VEC 2010
- VOLVO OWNERS SCOTLAND
- VOLVO 240 OWNERS UK
- C30 CREW UK
- I SPOTTED A VOLVO
- VOLVO XC90 OWNERS
- VOLVO 700 900 OWNERS UK
- VOLVO PERFORMANCE CLUB UK



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**#VOLVO600**





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## **G D P R**


### **General Data Protection Regulations 05/2018**

**With the recent** introduction of new regulations governing the handling of personal data, we felt it was necessary to reassure members that ALL information held – names, addresses, telephone numbers (home & mobile), email addresses, Volvos owned, etc – are all held securely and for use solely for Club purposes – e.g. to distribute the magazines or contact you on Club business. We do not share your data with anyone.

**Anyone wishing** to view or have their data revised/deleted should contact our Data Protection Officer (DPO) Gillian Whitton via email: [secretary@volvoenthusiastsclub.org](mailto:secretary@volvoenthusiastsclub.org)

**Our membership** forms have now been revised to include an additional signature box confirming your consent.

**Pleased be assured** that we take your privacy very seriously and will only use information provided by you to contact you for Club purposes.



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# **VOLVO600 – BRUNTINGTHORPE**

## **Guinness World Record Attempt – by Stuart Mills**

If you're a Volvo car fan there is one meeting you need to be marking out on your calendar as it promises to be officially the largest parade of Volvo Cars in the world – and we need your help.

VEC2010 talks to Stephen Evans and Stuart Mills, about the fast developing and ambitious plan to smash an eight-year old Guinness World Record and raise thousands of pounds for Breast Cancer Care UK in the process.

So, first things first, what is VOLVO600 and how did it come about? Mills confirms that VOLVO600 is a free to attend, free to participate in, Volvo car meeting that will attempt to break the existing official Guinness World Record for the largest parade of Volvo cars on Sunday 31<sup>st</sup> March 2019.

The event, in addition to challenging the official World record, will raise money through donations for Breast Cancer Care UK.

2018 has proven to be a milestone year for Volvo Car clubs and forums in the UK with interest generated in both new and heritage models increasing to an all-time high.

In this same year, several high-profile leaders in the Volvo community were sadly lost to Cancer and in a bid to further promote awareness of these illnesses, car group members from various Volvo clubs started to collaborate on planning an activity that would generate a combined large-scale event for Volvo owners and enthusiasts.

The meeting needed a theme as a rallying point and so we contacted Guinness World Records, (GWR), who gave their permission to challenge and set a record for the most Volvo cars to travel in a single parade.

We quickly gathered together a small team of organisers who are all volunteers, Volvo owners and have all witnessed or experienced how devastating Cancer can be. They are motivated and committed to

ensure all proceeds from the day will be passed to the chosen charity, Breast Cancer Care UK.

The meeting will be held on Sunday, 31st March 2019, joining from 12:00 midday to 14:00 BST.

So, if you own a Volvo car, please join us on the day to have fun, help set a new World record and raise valuable funds for a most just cancer charity.

Why is the event called VOLVO600 and why use the number 600? Evans confirmed that Guinness World Records, (GWR), wrote back to confirm that a record for the largest parade of Volvo cars had been set in September 2010 in Poland on the border between Katowice and Chorzow.

The count of cars in Poland was officially recorded at 570 cars, with independent witnesses ensuring a constant flow of cars and spaces between cars was maintained.

To better the record we, as a UK based team, will need to gather and parade 571 Volvo cars, however, with 571 cars being an odd number to associate with, the team agreed that a more rounded number was needed for participants to remember, hence VOLVO600 was confirmed as the event name.

The location of Bruntingthorpe in the UK, has been chosen as the venue to attempt the record. Its large open spaces and tarmacked surfaces will allow for a much greater number of cars to be assembled and paraded.

A safe operating limit of 5000 cars and 10,000 people has been agreed providing ample opportunity to eclipse the current record. The reality is we don't expect to get near these upper numbers but it's good to know our event manual has been written to accommodate these large numbers.

VEC2010 confirms that VOLVO600 will be held at Bruntingthorpe Proving Grounds, located just outside of Leicester in the UK.

Attendees are invited to bring their Volvo cars to Bruntingthorpe from 12:00 midday BST.

Admission to attend the parade will be closed at 14:00 BST although spectating of the event will occur until 16:00 BST. Club stands, food

vans, Volvo UK as well as press and photographers will all be attending the day.

So please make an effort and be part of the record, if you wish to enter your Volvo in the parade please arrive on site between 12:00 and 14:00 BST on Sunday 31<sup>st</sup> March 2019 and follow the instructions issued to you by the officials and marshals.

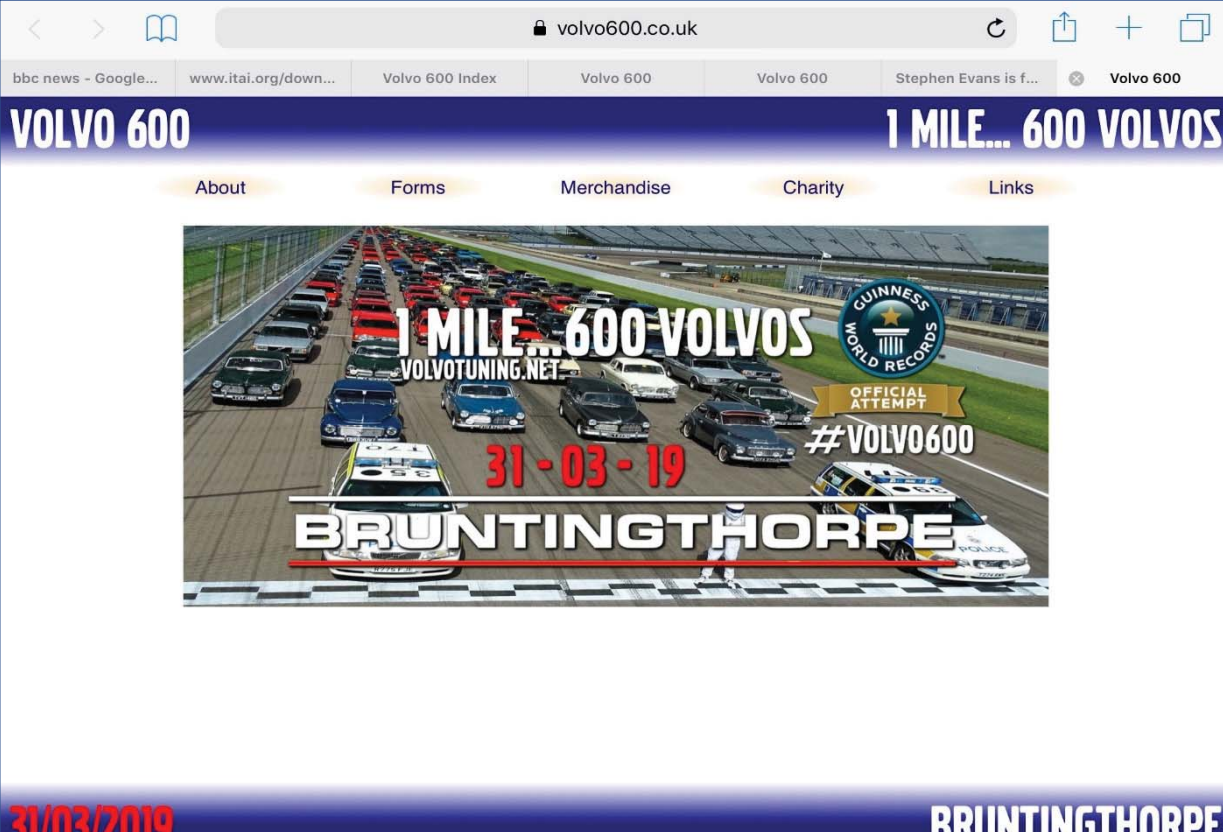
The address is:

Bruntingthorpe Proving Ground, Lutterworth, Leicestershire. LE17 5QS

The entry form to access Bruntingthorpe on the day can be found, downloaded and printed from the VOLVO600 webpage. Simply type into your web browser [WWW.VOLVO600.CO.UK](http://WWW.VOLVO600.CO.UK) and click on the **forms** thumbnail.

You can also join in on the build-up conversation and competitions online by following VOLVO600 on Facebook, Instagram and Twitter and make a donation to Breast Cancer Care through the links located on the VOLVO600 webpage.

Please support us and make a commitment to attend as the record is not secured until everyone turns up on the day.



The image is a screenshot of a web browser displaying the Volvo 600 website. The browser's address bar shows 'volvo600.co.uk'. The website has a blue header with 'VOLVO 600' on the left and '1 MILE... 600 VOLVOS' on the right. Below the header is a navigation menu with 'About', 'Forms', 'Merchandise', 'Charity', and 'Links'. The main content area features a large photograph of a long line of Volvo cars on a racetrack. Overlaid on the photo is the text '1 MILE... 600 VOLVOS' in large white letters, 'VOLVOTUNING.NET' below it, a Guinness World Records logo, 'OFFICIAL ATTEMPT' in a yellow banner, '#VOLVO600' in white, and the date '31-03-19' in red. At the bottom of the photo, 'BRUNTINGTHORPE' is written in large white letters. A blue footer at the bottom of the page contains '31/03/2019' on the left and 'BRUNTINGTHORPE' on the right.

# Norse Night @ The Ace Café –

**22<sup>nd</sup> November 2018**

**Once more** I made the 70 mile journey to the Ace Cafe on the North Circular Road in NW London on a wet Thursday night for Norse Night, a combined event for Saab & Volvo vehicles.

**I had posted** details of the event on a number of websites involved with Volvos in an attempt to get a better turnout than in previous night meetings at this venue.

**If memory** serves me right it was 4 years ago that the Norse meeting had a Sunday morning allocated to us but, as numbers dwindled to under 10 cars attending, the Ace management moved us to a weekday evening spot.

**Sadly, the numbers** this year only reached 14, of which 11 were Saabs. You can work out quite easily how many Volvos were present.

**Apart from** my 960 limousine we had an 850 and a P1800ES. Thankfully the weather in London was kind to us which enable those present to have a good natter.

I stayed until nearly 10 but no more Volvos arrived.

**The journey home** was going very well even allowing for the continuing overnight construction on the M1, until I got to 2 miles to junction 15 for Northampton when everything came to a stop due to an accident involving several vehicles. 80 minutes later I got to the junction and finally arrived home at 12.30.

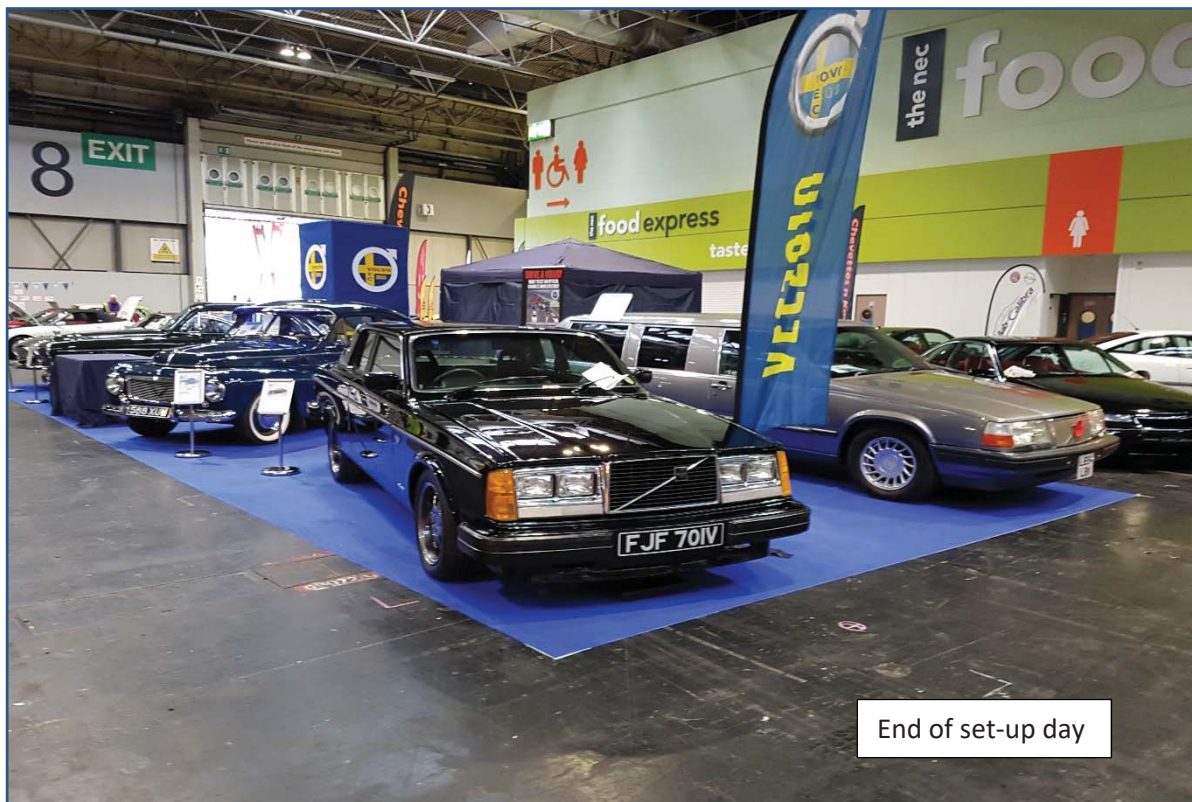
**The limousine** performed to perfection and returned 24.65 mpg. Unlike some others I did turn off the engine whilst stationary.



# Lancaster Insurance Classic Motor Show, with Discovery, November 2018

**Wednesday** afternoon found a soggy bunch of members arriving at the NEC to drop off their equally soggy classics and stand equipment to Hall 8 in preparation for Thursdays set-up day. This new Hall was added to cater for the continual growth of the Show and its location necessitated a link from Hall 4 across an inner roadway which, it turned out, could be completely closed off to create a “food-hall” corridor, warm, dry – and very handy. Our carpet had already been laid in readiness – thank you Volvo for funding this, the team all appreciate your support immensely. We washed and dried the cars before then heading off for dinner at our various watering holes.

**Thursday found** us back at the Hall, which was eerily quiet until late afternoon. We had our stand all set up in short shrift, just like a smooth, well-oiled machine and spent the rest of the day checking out the stands in the other halls, as well as taking the chance to catch up with friends and fellow Club members wearing alternative hats that weekend. **Our stand** covered a great cross-section of Volvo’s



End of set-up day

finest, Roger Parish had brought his wonderful PV444, John Kemp was waving the Amazon flag with his 131 (2-door), Stu Mills had shipped in his super 262C which was a huge draw to the crowds over the weekend, Colin Hughes' gorgeous Nilsson Special Body 960 Limousine lined up along the back of the stand and the Whitton stable provided an elegant 1800S in a very rare, but original to the car, light grey.



**Friday proved** to be a very busy, but very fruitful day, we broke Club records signing up new members that day – and a huge “Welcome” to them all. What little time we could all take to nip around the show meant that we had no chance to cover all the Halls, now filled by the enormous number of stands – you could buy cars from dealers or through the auction, there were all manner of strange things you never knew you needed for your car, garage or home. There were displays from pretty well all the marques, as well as regional Clubs and special builds.

**Saturday** was just as busy, the stand buzzed with visitors from soon after the show opened to late into the day and there was little opportunity to take a break but there is something special about



sharing your passion for Classic Volvos with an interested audience, it tops up your reserves of energy and keeps you going until it is time to head to your hotel or campsite.



**Sunday was Armistice Day** and the 2-minute silence was observed at 11am by all visitors and stand staff: a sobering thought that it was 100 years since the guns fell silent – and just how many young men had made the ultimate sacrifice for our future and our freedom...

**The end of the show** came around with alarming speed and, before we knew it, it was time to take down all that we had put together on the Thursday and pack it away until we do it all again at the Practical Classics Car and Restoration Show, with Discovery in March 2019, our stand number for that event is 5-370 so, book your tickets online quoting the wholly individual VEC2010 code: **C8177RS19 – we all look forward to seeing you there!**

**Huge thanks** go to Roger and Eileen Parish, John Kemp, Stu Mills and Colin & Robert Hughes for all their efforts over the weekend, they were continually busy talking to visitors and manning the desk, Stu also being involved with the VT stand in Hall 5 – and promoting the #VOLVO600 Guinness World Record attempt in March 2019! Our show success is due to their dedication, thank you all.

Gillian Whitton

## Doing the Monte Carlo! – by Owen Ferry

Here's a few pictures of myself and Jamie doing the 2018 Monte Carlo Heritage run in the 123GT.

Hopefully you can use them in the Volvo Enthusiasts magazine.

The previous owner of the car has asked to buy it back! Must have made too good a job of tidying it up!

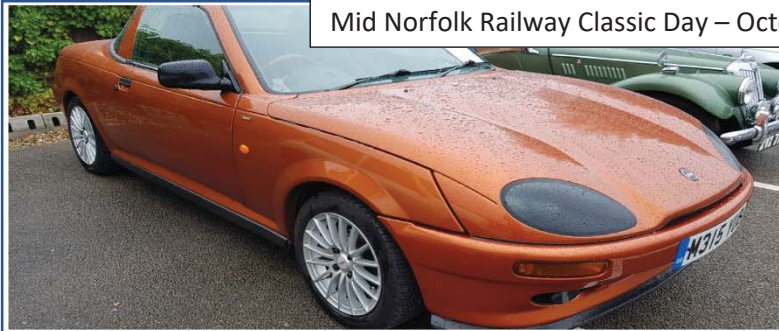
Still have the cream coloured 122S and still have all the parts I got with the 123GT, the plan is to do the full Rallye De Monte Carlo next January.



Lancaster Insurance Classic Motor Show with  
Discovery – November 2018



Mid Norfolk Railway Classic Day – October 2018



Above: Kevin Greenaway & caravan on tour in Australia  
Below: Kevin's new XC60 and outgoing Merc



David MacKenzie and Stu Mills out for the day with  
VOLVO OWNERS SCOTLAND – 2<sup>nd</sup> December 2018



A long line of Volvos joining with Volvo Owners  
Scotland for an early December run in 2018

## **HOW I CONTRACTED “VOLVOITIS”**

In 1954 at the age of 15 I left school and joined a Bank beginning a career that lasted 23 years and had me moved 99 times and working in 79 different branches across NSW and Victoria.

At age 17 I learnt to drive in a Morris Minor and two years later I bought my very first car for £500, which was a whole year's salary back then. It was a 1950 Holden which did not have a heater or radio. To turn on the rear tail-light I had to stop the car and go to the back and switch it on. The vacuum windscreen wipers also stopped if you used the accelerator too hard.

My next car in 1958 was an ex-taxi 1957 Holden and I fitted it with Aircraft Type Lap seat belts, so I could possibly claim that I have been using seatbelts continually – longer than anyone else in this country. Victoria was the first Government Authority in the World to make seat belts compulsory 12 years later in 1970.

In 1961 I purchased a 1960 Fiat 1800 and immediately equipped it with 3-point seat belts. My girlfriends in those days were a bit apprehensive about my intentions after they were strapped in! Six months after buying this very distinctive Fiat I met the previous elderly Chemist owner who was being plagued with questions about what he was doing parked in 'Lovers Lane?'

I upgraded to a Fiat 1500 in Sydney in 1964 and then to a Fiat 2300 in 1966 which was used during our Honeymoon in 1967. 1968 saw me purchase a Fiat 125, the first one sold in Melbourne. I had often admired a friend's Volvo 144 and after he was involved in a serious road crash in 1971 in which both he and his wife escaped without any injury, I immediately ordered a new manual Volvo 144s and loved it. Owning this Volvo was instrumental in my being an inaugural member of the Volvo Club of Victoria in 1972.

However, Margaret thought changing gears was out dated and in 1975 I bought an automatic 1974 Volvo 164ETE which I then owned for the next 37 years. In 1986 I saw my first 1800ES and just had to have one so I travelled by bus from Brisbane to Sydney, bought one and drove

it back to Brisbane. Discovered later that only 50 were imported to Australia. This car was instrumental in my being also an inaugural member of the Volvo 1800 Owners Assn in Queensland. I became Secretary and spend hours every day seeking out Volvo 1800s all over the country and getting new members. We eventually included Volvo 120s and the club was renamed Volvo 1800/120 Club Australia which is still very active today.

For my initial work as Secretary I was awarded a Life Membership. Through my association with Volvo Clubs I have made friends in lots of overseas countries as well as all over Australia. The late Irv Gordon was a great friend and we managed to visit each other several times. I have Volvo friends in the USA, England, Denmark, Sweden, New Zealand, as well as all over Australia. I have also attended three Volvo Rallies in the USA, one in New Zealand – as well as Australia

In 1998 Margaret (SWMBO) thought I was amassing too many cars (a work van, a BMW 635 for a short time and a 122s and insisted that I sell the 1800ES (A decision I have forever regretted). Now I was back to just the 164 but a week later I came home with a second-hand Volvo 960 Estate which was a magic car and it towed our Caravan around Australia again in 2001. Previously in 1997 with the 164.

Six years later in 2004 I purchased a 2000 Volvo V70T but it was a lemon so I ordered a new 2004 V70T which I loved (apart from the woeful turning circle) and I owned it for almost 14 years.

The 164 was eventually sold to a collector in Western Australia in 2012, another decision I have always regretted.

In 2018 I had now continuously owned Volvos for 47 years but had secretly imagined that owning a Mercedes Benz would be the ultimate so when the opportunity presented itself in January 2018, I thought I would have one before I fell off the perch so to speak.

I reluctantly sold the faithful V70T and bought a 2016 Mercedes Benz 250 Estate which was a beautiful car to look at and it had more 'bells & whistles' than anything I had owned before. Now it was the first time in 47 years I did not own a Volvo and I thought I would be



ostracised from all the Volvo Clubs but most were understanding and still talked to me. Thank you all so much.

However, I found the Mercedes the most uncomfortable car I had owned since 1971 and as I'm 80 years of age I also had difficulty in getting in and out of it. So much so that after just 11 months and only 7,000kms I decided to get rid of it and return to the Volvo fold buying a 2018 Demo Volvo XC60 with just 700kms on the clock.

Now here was a car that was winning all sorts of awards around the world, looked fantastic and was quieter, much more comfortable and so much smoother on the road than the Mercedes so I look forward to many years of enjoyment as I've been told:-"This is your last car!"

Looking back over the motoring years I have owned 2 Holdens, 4 Fiats, 1 BMW 635, a Mazda Bongo Van, a Nissan Urvan, (Work vehicles) and the Mercedes Benz. Margaret has had a Honda Scamp (YUK) a Morris 1300 and a VW Type 3 Wagon. Volvos have been a 144S, 164ETE, 1800ES, 122S, 240, V90, 2 V70Ts and now a 2018 XC60.

I'm delighted that I'm a confirmed Volvo driver again and I regret the quite expensive Mercedes deviation. But I can say – "Been There, Done That"

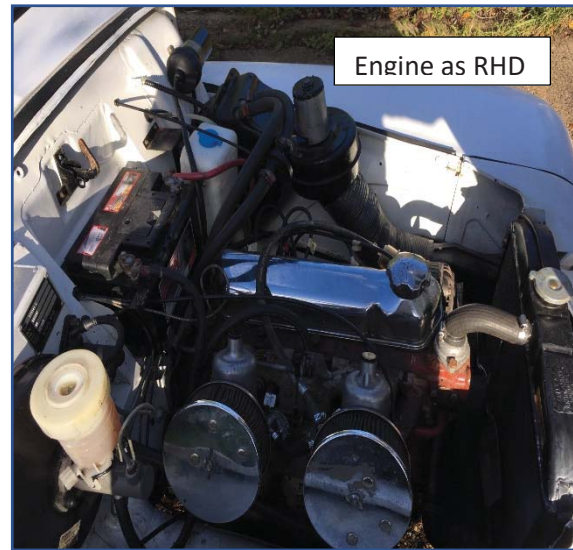
Kevin Greenaway

Australia. January 2019

**UNIQUE 1963 R.H.D. VOLVO PV544 SPORT**

**REGISTRATION: EOY 37B – by RICHARD VIGOUROUX-HENDAY**

**I purchased this car** with U.K. taxes paid from an importer in 2015. It was running, but in an un-completed state as regards detail work, the basic car apparently having being converted to R.H.D. in Johannesburg, South Africa, by the Volvo agent there using mechanical components from a R.H.D Volvo Amazon model.



**First registered** as new 1/1/1964 in South Africa, so presumably a 1963 built car, it carries both its original chassis number & a modern VIN style plate issued 3/10/2013 when it appears to have been legally required to be re-registered in South Africa on account of its drive change. It has since passed two U.K. MoT tests while they were still required for a car of this age. It has a recorded mileage of 65279 miles & I note below the current condition of the main items affecting its value.



#### CONVERSION DETAIL

An Amazon steering box is used with a 544 steering wheel & the RH chassis arm has been adapted to replicate the original LH one with its recess for the

steering box & braced internally at its mounting bolt holes. The

pedal stand has been transferred & adapted so the pedals work directly onto their cylinders mounted on a constructed metal box built into the scuttle board. The surplus apertures on the left side of the scuttle plate have been filled in & painted to match.

**The specially cast** dashboard is pretty well a mirror layout of the left-hand drive cars & the original linear MPH speedometer now uses a specially built right-angle drive box from Richfields & the original switches. Amazon Cars advised that the original heating & ventilation controls, which were missing, are less than durable & these functions are now controlled by modern items of period appearance.

### **ENGINE**

I have no earlier confirmed mechanical history for the car but it uses the standard twin S.U. HS6 carburettors & a recent compression test gave readings of 120 psi +/-5 across the 4 cylinders. The radiator has been re-blocked & the fuel & water pumps have been replaced & the carburettors reconditioned with new floats & valves. The exhaust system looks relatively new with 2 silencer boxes.

### **CLUTCH, GEARBOX & DRIVE TRAIN**

It (will have) a complete, new clutch unit & the gearbox has been checked by Amazon Cars. It has the standard rear axle & the rear hub bearings have been replaced. The clutch is hydraulic, operated using Volvo parts including an S40 main cylinder & the normal 544 slave.

### **BRAKES**

The hydraulics have been extensively renovated. Disc brakes were a factory option at this time & I have replaced the 4 pot callipers & fitted new pads & discs at the front, as well as new brake cylinders & shoes to the rear. These are controlled on a dual circuit system by an S40 master cylinder.

### **STEERING & SUSPENSION**

The track rod arm joints have been replaced & it has dual shock absorbers at the front based on adjustable Armstrongs, an upgrade developed in South Africa by Joginder Singh for the Safari Rally & at

the rear the suspension arms have been replaced together with the shock absorbers.

### **ELECTRICS & INSTRUMENTS**

It now runs an alternator mounted on the upper RH side of the engine & the dash & cabin area has been professionally rewired with additional fuses & relays, & the addition of a subsidiary gauge binnacle beneath the dash for oil/water/charge.

It has Cibie Biode headlights with mesh stone-guards. Windscreen washers have been fitted switched from beneath the dash.

### **WHEELS & TYRES**

I have fitted a new set of 5.5J steel wheels running the highly rated Goodyear efficient grip performance 185/65 R15 tyres, which together restore the gearing ratios to those originally intended when cross-ply tyres were standard fitment.

### **BODY ITEMS**

The bodyshell appears sound without any serious rusting & I suspect the wings were new at the time of drive conversion. Since I have owned the car, I have replaced the door & window seals, renewed as a set the door & boot lock, converting the RH door to lock externally & replaced the front & rear bumper assy's with stainless. The car is undersealed.

### **INTERIOR**

At the time of purchase, it had been fairly recently professionally repainted in white & at some point the interior has been re-trimmed in black with red piping & dark grey carpeting. I have constructed a new inner floor for the boot area, now fully carpeted, & included a tool space between the fuel tank & the rear valance. A gas strut has been fitted for the boot lid

### **ACCESORIES**

I have fitted new Volvo rear mud flaps, a set of period Volvo front seat belts, a Volvo locking petrol cap & a pair of reversing lights. It has a period stereo radio/cassette which although provided for within the wiring system is not in use as I do not see a place to fit the aerial without altering the look of the car & dash space

## **Eastern Area Report** – by Gillian Whitton

**It all seems** very quiet now, the hustle and bustle of the show season seems a distant memory and all our local shows that fit in with the event calendar are a long way off.

**Still, the excursion** out to Dereham for the Mid Norfolk Railway do was a slightly cold and damp affair. Despite the rain, the 1800S was a delight to drive up along the A140, then a quick scurry via the A47 (both dual and single carriageway) and Google Maps got us to the spot without any drama.

**We were** one of the earlier arrivals and watched the eclectic mix of vehicles turning up and choosing their spots. John and Pat Alvey drove up from Thetford in their 120 estate and were able to park next to the 1800; there was also a white 164 parked opposite and we had a chance to speak to the owner who is doing a rolling restoration on the car. Just three Volvos, but the alternatives on view were fantastic. There were American cars, French cars, even a couple of lorries and a bus!



Some early arrivals at Mid Norfolk Railway, Dereham

## Northern Area Report – by David MacKenzie

The club are still looking for interest in the Scottish Transport Extravaganza at Glamis Castle next year. The show will be held over the weekend of 13th and 14th July and entry forms available in the new year. Anyone interested in showing their vehicle should contact me at [northernarea@volvoenthusiastsclub.org](mailto:northernarea@volvoenthusiastsclub.org)

We had a couple of members join up with Volvo Owners Scotland on their last meet of the year on Sunday 2nd December. Our own Stuart Mills and his wife Tina made the long trip north from the midlands in his 850R to take part. In all, 15 cars joined up at Loch Lomond before heading north to the The Green Welly at Tyndrum. From there, north again to Glen Coe with a stop at the Ski resort. From Glen Coe the convoy headed south towards Oban, on to Inveraray and back along the rest and be thankful toward our starting point at Loch Lomond. All in a 270 mile round trip and a fantastic day out with stunning scenery. I'll post up the next VOS meeting on the VEC Facebook page.



**November also saw** the NEC Classic Car Show. Although I wasn't part of the VEC team on the stand this year it was great to catch up with everyone over the weekend and some lovely cars on display. I even had the chance to meet a couple of newly signed up members to the northern area, Welcome to Martyn Melville and Gordon Woodham. **Keep an eye out** on the club Facebook page for details of the meeting points for the convoy south to Bruntingthorpe in March. So far, Saturday meeting points look to be Old Inns services at Cumbernauld and then Strathclyde Park. Further confirmation of meeting points as we head south along with times will be posted in due course.

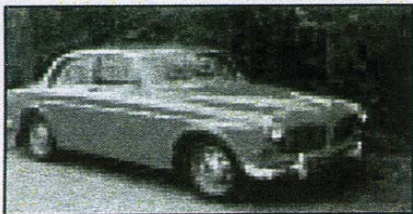
David MacKenzie

VEC Northern Area Representative

[www.volvoenthusiastsclub.org](http://www.volvoenthusiastsclub.org)

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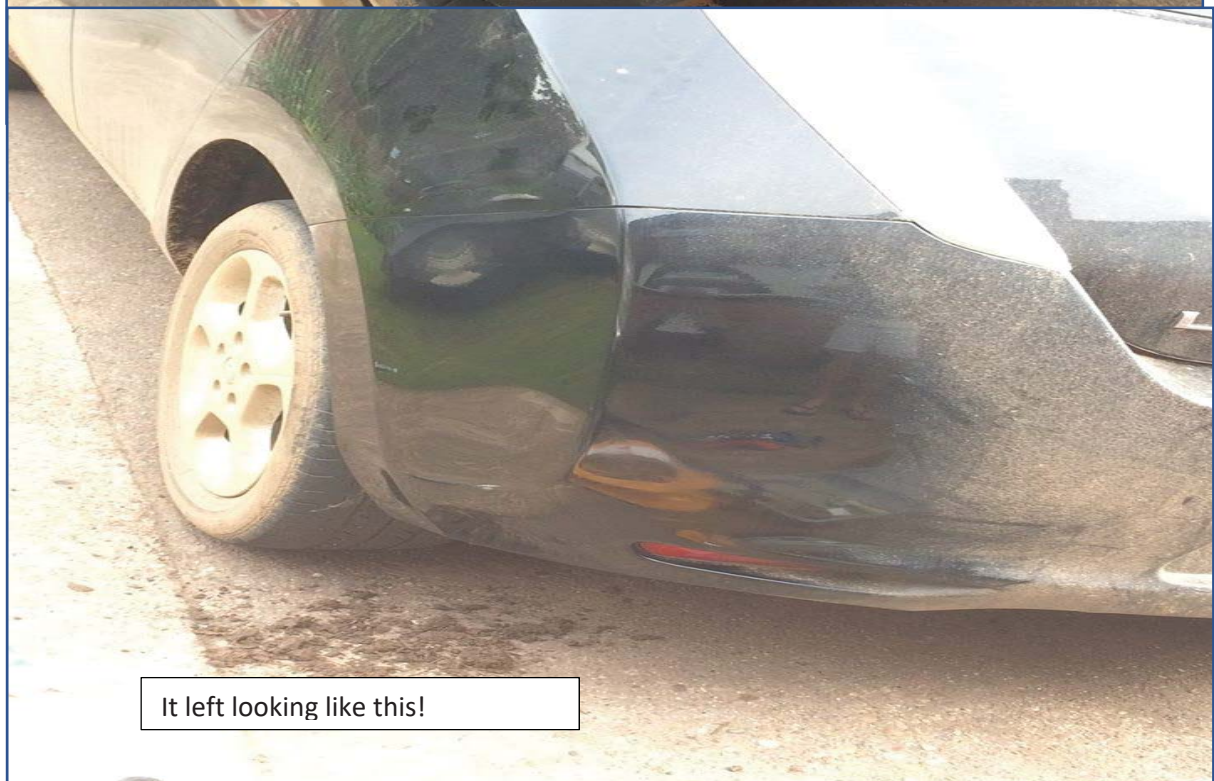
email: [briangue@live.com](mailto:briangue@live.com)

## Really, REALLY Easy £0 Bumper Repairs

By Adam Twose of Adam's Car Stuff'n'That

**It's so easy to** turn the shape of a plastic bumper car inside out and even easier to put it back again at zero cost.

**Using a cheap** and simple heat gun, warm up the damaged area. You'll be surprised! It usually just reshapes itself. Sometimes it needs some massage and help. If it's still not good, let it cool down, then re-heat.





**The scratches** were tidied up with some scratch remover paste and I'm told daddy never found out!



**Above, this Rav** had played up. This required nothing more than being heated up and it just popped back into shape. Again, most of the marks were removed using scratch remover paste **Not invisible**, but more than passable! The quote from the bodyshop was £140+VAT.



**One of my best tools in the garage:**

**Keep up** with more thrifty motoring tips by following Adam's Car Stuff'n'That on

Facebook and YouTube. On Instagram: ads\_carstuff.n.that

## **PV Series – Roger Parish**

May 2019 bring all you wish yourselves, Happy New Year.

## **1800 Series – Tony Whitton**

Sorry folks, no room left for me this quarter! Extra next time :0}

## **120 Series Report - by Robert Whitton**



Hi Amazoners ,

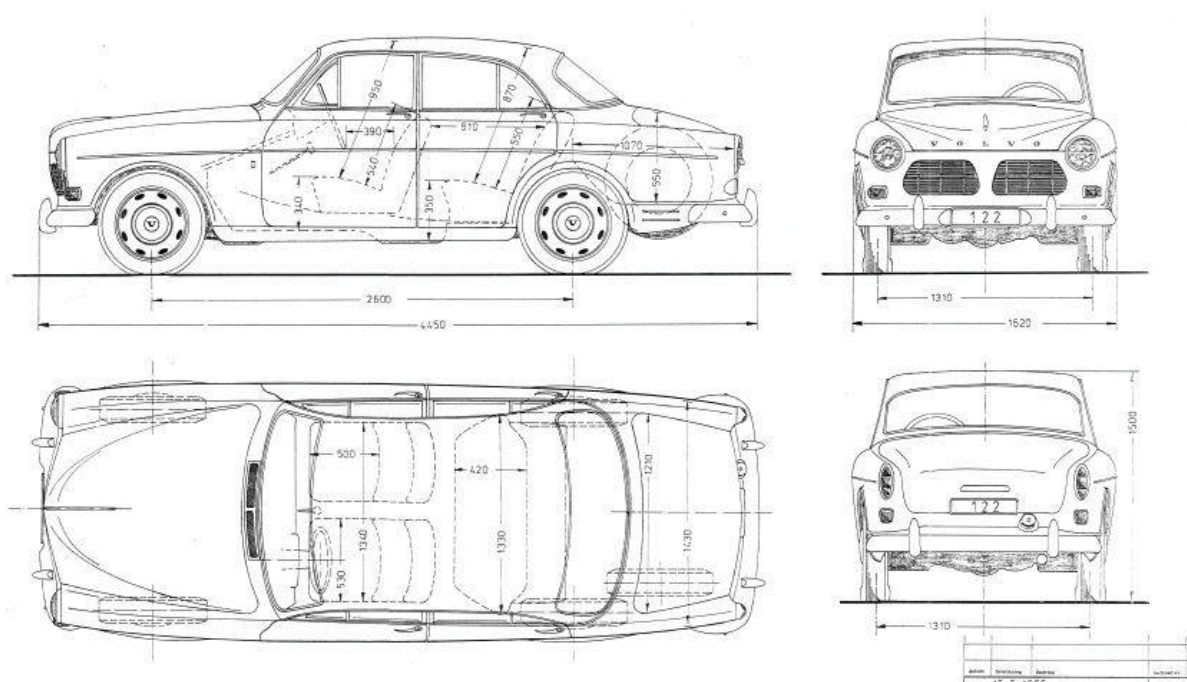
**Well its 2019** “ Happy New Year all “, I hope everyone had a great festive period with all their loved ones, maybe you travelled to them in your Volvo... ? Hope you're all ready for the year ahead of us refreshed to begin the year.

**I'm still recovering** from a busy 2018. hopefully I should get the Greylady (my Amazon estate) MoT'ed this year and some other jobs done to be 100% for shows this Summer, all being well my plan is to have some Bodyshop time plus a few jobs that I have got to do like the heater matrix seems to have sprung a leak, hmm 😬 great fun . **Some good shows** lined up this year. as well as the #volvo 600 so will be great to blow some cobwebs out of the cars and to catch up with everyone, have a great start to the year all and happy Volvo'in.

**If anyone** needs advice, I'm always here feel free to drop me an email or phone call on 07460 808370

**Parts update : NEW front wings** are available once again from Brookhouse parts 😊 so anyone looking at having work done should have no trouble buying them now .

**I will keep checking** on rubber floor mats to update you as and when available again



Your 120 Series Advisor – Robert Whitton

### **140 Series – Matt Brace**

Wishing all Members a very happy New Year.

### **200 Series – Mike Brace**

Happy New Year.

### **300 Series – Dai Brace**

Hope that 2019 has lots of Volvo fun for you all. HAPPY New Year.

**400 Series** – Do you have a 440/460 or 480? Are you brimming with knowledge and enthusiasm? Would you like to share all of that with Club Members and become the 400 Series Advisor? If so, just give Tony Whitton a call on 07970944803 for a chat and who knows, you could be helping with technical enquiries and spares location, all to keep Members cars on the road.

**700/900 Series** – [700-900series@volvoenthusiastsclub.org](mailto:700-900series@volvoenthusiastsclub.org)

### **Clive Brooks Huddersfield** – by Colin Hughes

**This monthly** gathering was created by Gary White, one of The Clive Brook Group service managers, following a conversation with a long-term customer who had his "older" Volvos maintained at their Huddersfield branch.

**The central** aim of the meets is to allow owners access to the workshop facilities and let them undertake servicing and repairs under the watchful of Gary. He is there to provide support and, if necessary, assistance and has no qualms about "mucking in" at the drop of a spanner. Indeed he relishes the chance as it takes him back 20 years when he undertook these tasks as a workshop technician.

**At this meeting** held on the 3rd November 2018, the owner of a 760 estate removed and renewed the clutch. He pays for parts, but the use of equipment and required tools is free.

**The range of work** will be limited as the car being worked on must be completed by 12.30 when the workshop closes, but the number

of tasks that can be completed in the 4 hours available is vast. **Believe me** using lifts and pneumatic tools enables more work to be carried out than using jacks and crawler panels.



## **850-V70 Series** – by Stuart Mills

### **FOUR SEASONS IN ONE TRACK DAY** - by Stuart Mills

**December** is one of those months that can get lost to the rush of shopping and Christmas planning but it's also a great month to book a track day, so I was told. I've never taken part in a track day before so this was going to be an adventure.

**The track booked** for the day was the Anglesey Circuit in North West Wales. The event was called an open pit lane day which meant that following a safety briefing in the morning there was no limit to the time you could spend out on track.

**In-fact when** I started in the morning my concern was for the car. My 850R is no youngster and with 240,000 miles under its belt although well serviced there was a big question mark in my mind as to how well the car would stand up to a few quick laps on track. In-fact as the day went on, the car seemed to get quicker and quicker

finding its own groove and it was myself that was having trouble keeping up.

**This all said**, it's not a race, the idea being you go at your own pace driving to both the cars and drivers abilities, pull over to the right to let quicker cars pass on the straighter parts of the track and definitely no overtaking in the corners.

**The first couple** of sighting laps are intensive as you're trying to manage, brakes, steering and attempting to keep the car on the suggested lines, while looking in your mirrors to ensure you're keeping those around you safe and happy. But lap by lap you find the lines and open space on the track and the smiles of excitement start to appear from behind the helmet visor.

**To add further** excitement there were two other grin factors at play on this day.

**The Welsh weather** played a hand giving us snow, hail, heavy rain and strong wind as the day went on, it certainly did feel like four seasons in a single day but it acted as a great leveller, seeing the faster more track focus cars pulling into the pits as their racing tyres lost both heat and grip. The second grin promoter was chasing Anthony Taylor in his yellow 850 T-5R, the both of us without question thinking we were back in BTCC days of old as the two 850's stormed round the track with all lights blazing.

**We even** grabbed the Photographers attention, who was just as excited as we were photographing lap after lap the two Volvo's as they growled their way round the Anglesey GP circuit he too thinking Lammers and Rydell were back in town.

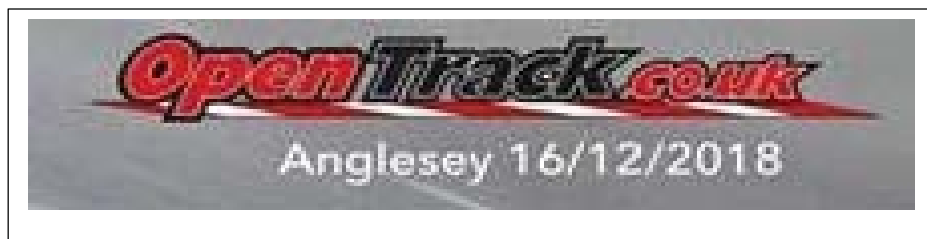
**Both cars** performed without issue and, once we had learnt how to control brake heat and how to make understeer in bends work to our advantage, the speeds on the straight slowly started to rise above 110mph, which in the wet was very impressive seeing the flying turbo bricks keeping up and starting to overtake some of the more common track cars like the Clio Cups and Golf GTi's, in fact many called into the garage to ask what the cars were and what had we done to them to make them so surprisingly fast.


**Tony played** on this a little by saying his yellow car was a 2 litre diesel and I summarised that my track day preparation consisted of removing the dog guard, dropping the cargo net and having a hot brew. Joking apart it was good to educate a few of the younger drivers about the cars, who by now were starting to become very curious about the long estates.

**Both 850's covered** over 40 laps each, an impressive total and only the fuel light coming on prevented more laps from being totted up. **So, was it enjoyable** and would I recommend a track day? Yes indeed it was and I would. I've developed a new level of respect for the 850 and I've not smiled so much in years, just keep in mind to go at your own pace which is the key to being safe.

**If you would like** to see some of the video and in car action, please type in this link to YouTube.

[https://youtu.be/L\\_dZetMOcGA](https://youtu.be/L_dZetMOcGA)



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