

ROLLING ON

The Magazine of
THE VOLVO ENTHUSIASTS CLUB

SIR ROGER MOORE
1927 – 2017

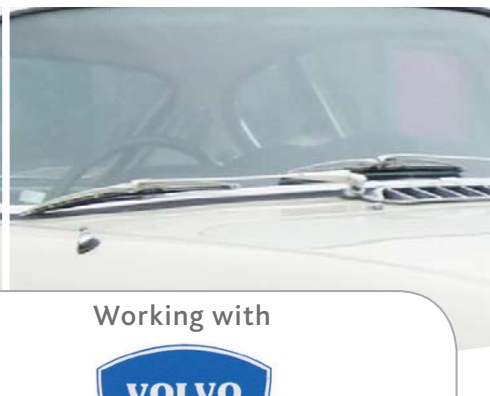


SUMMER 2017

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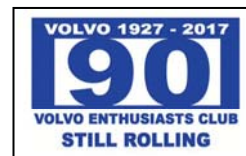
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SUMMER 2017 ROLLING ON



The Magazine of the Volvo Enthusiasts Club

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Committee Member

Committee Member

Committee Member

Series Advisors

PV – Roger Parish

1800 – Tony Whitton

200 – Mike Brace

400 – Could you take this on?

850/V70 – Stuart Mills

Tony Whitton

Colin Hughes

Gillian Whitton

Dai Brace

Robert Whitton

Roger Parish

Stuart Mills

Colin Atkinson

Pauline Atkinson

120 – Robert Whitton

140/160 – Matt Brace

300 Dai Brace

700/900 Colin Hughes

Modified – Volunteers?

Contact details for Advisors are found on website under “CLUB”

Area Representatives

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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volvoenthusiastsclub.org

SIR ROGER MOORE – 1927 – 2017

On 23rd May 2017 “The Saint” aka Sir Roger Moore passed on to his greatest adventure yet following a short battle with cancer. His life was characterised by his sense of humour and, never one to take himself too seriously, he brought that sparkle of self deprecation to many of his roles.

With his extreme good looks launching him into knitwear modelling aged 18, he then went on to a very full acting career playing such diverse roles as “Ivanhoe”, “The Saint”, Sherlock Holmes and 007 himself in 7 of the “Bond” films - taking that character straight from the books by author Ian Fleming he again brought humour to the role. His T.V. and film work tally is impressive, playing the rugged hero who overcame heavily stacked odds to win his way through appeared to come naturally to him.

He has always been remembered here in **The Volvo Enthusiasts Club** for his portrayal of Simon Templar in “The Saint” and that 1962-1969 television series was responsible for bringing the **Volvo P1800** to the attention of the British public. You cannot take any 1800 out without somebody associating it with “The Saint” - and every white one is seen as being **the Saints Car**.

No doubt there will be a re-run of the series to look forward to on T.V. It will



reaffirm the P1800 in the minds of those that love those elegant lines and cool chrome work and remind us of a very different world in the 1960's!

The sterling work that Sir Roger undertook for UNICEF over many years was a very important part of his life, his commitment to raising funds for the charity through his website and one-man shows continued almost to the end.

Sir Roger predeceases his wife of fifteen years Kristina Tholstrup (the last of four) and his three children, Deborah, Geoffrey (also an actor) and Christian.

God Speed Sir Roger.

TONY TALKS

- a message from the Chairman/Interim Coordinator

I am sure you will you will all want to join with me in sending our sincerest condolences to the family of Sir Roger Moore who died on the 23rd May 2017.

Synonymous with “The Saint” series from 1962-1969, his suave portrayal of Simon Templar will always be regarded as the ultimate “Saint”. Although the series finished 48 years ago we all still think of Roger Moore as the “Robin Hood” type figure who strode across our television screens righting wrongs and fighting for the damsel in distress, great stuff, lets enjoy the re-runs that are sure to follow.

23rd July will see the Club holding its Members Day meeting at **Bantock House Museum** in Wolverhampton (bantockhouse.co.uk) where members can enjoy all that the House, Gallery and gardens have to offer, including a Craft Fayre that is being held that weekend. There will be a free welcome tea/coffee and snack for all members at the Museums Cafe via a voucher system, please make sure that you bring your current membership card with you.

We have been asked to be on the display field well ahead of 11am in order to avoid any access problems through the car park. Our cars and those pedestrians attending the Craft Fayre don't mix!

Look out for Classic and Sportscars August edition which will be running an article showcasing many of the cars that attended the spectacular Rockingham Raceway event organised by VT in April this year.

Don't forget that there are a couple of spaces available at the Helmingham Hall and Stonham Barns events in Suffolk during August this year, a great part of the country for a holiday, or just a long weekend. Details in Events, on the website or from the Eastern Area representative.

Wherever you take your Volvos this Summer - have a great time and enjoy the weather, whatever it throws at us!

See you all at Bantock House on 23rd July, where you will all be able to vote for your Car of the Day - which will receive a special trophy to honour our now retired friend and founding member, Ted Wills.

-oOo-

STOP PRESS: David MacKenzie, Northern Area representative of VEC, has just become the proud owner of a **262C**. We all look forward to seeing the car at Members Day? Or maybe he will make the long drive in his T-5R. He also has a V70. Could be he is well infected with the Volvo collecting bug! Good man.

EVENTS

July 9th - Classic Motor Show, Hatfield, AL9 5NQ, www.classicmotorshows.co.uk/motor-shows

July 21st to 23rd – Silverstone Classic, NN12 8TN, www.silverstone.co.uk

July 30th – 10th Lytham Hall Classic Car & Motor Show, FY84JX, www.markwoodwardclassicevents.com/10thlytham-hall-classic-car-motorcycle-show

July 23rd 2017 – VEC2010 Members Day, Bantock House Museum, Wolverhampton, WV3



9LQ, set in 46 acres of parkland and with free access to the Museum there is lots to see and do for all the family.

Arrival by 11am please in order to avoid a clash with the Craft Fayre that is also taking place that day. Tea/coffee and a snack on arrival courtesy of the Club, using a voucher for the Museums Cafe.

August 4th/6th – Gloucs Steam & Vintage Extravaganza, www.glossteamextravaganza.com



August 6th 2017 – Suffolk, Helmingham Hall Festival of Classic and Sports Cars.

We have taken a stand at this event and have room for up to 12 cars; there are just a couple of vacant spots left so if you would like to take part please email Gillian at: easternarea@volvoenthusiastsclub.org with your name and vehicle details.

August 11th to 13th 2017 – Retro Festival Newbury, turn back time and step into the '40's, '50's and '60's at Newbury Showground. See the website or contact Series Advisors.

August 20th 2017 – Suffolk, Stonham Barns, Classic Car Show.

We have taken a stand at this event and have room for up to 12 cars, again we have a couple of spots available if you would like to come along. Please notify your Series Advisor if you would like to take one of these spots.



[Bradford Abbas - Festival of Wheels](#) Will Be Held @ The Rose & Crown Pub
On Sat 26th August, there will be feature displays of all motorised vehicles from classic / sports cars to tractors & motorcycles... This family friendly event will be held at The Rose & Crown - Bradford Abbas near Sherbourne in Dorset & also feature - a beer festival, family entertainment and live music ... Admission is FREE

September 2nd/3rd 2017 – Beaulieu International Autojumble

SWEDISH DAY – CREWKERNE

7th May 2017 — by Gillian Whitton



Held at Haslebury Mill, just off the A30, in Somerset this was the 10th time this special day for Swedish Metal of all types had been organised, although no one turned up with an aircraft...

Being on the wrong side of the country for this to be a day trip we set off on Thursday, having decided to spend a few days with the family in Devon.

Travelling up to Crewkerne on the Sunday morning our 1800 was overtaken by an S60 which was obviously heading that way too on the A30 leg from Okehampton to Exeter, we waved as they passed and introduced ourselves to the occupants when we

arrived shortly after them!

The Classic Car turnout was small in comparison to the later models with just our 1800 being the sole representative of Pelle Petersens beauty until late in the day when an 1800ES arrived, there were a couple of 120's (pics centre pages), ditto 140's, 240's, 480's and 700's, there being many more cars from the 900 series onwards, but we think there was a fairly even turnout of Volvos



to Saabs, although there were even fewer Saab "oldies".

A "car-pull" between VT and Saab Owners Club members saw two teams of 4 pulling an estate car from the opposing team in a "best of three" which was accompanied by much mirth and resulted in a win for the Volvos, yay!

We found just one other VEC members car there on the day, this stunningly presented 480 belonging to Peter Lloyd from Paignton in Devon. Peter joined the Club in 2016 and his car is an absolute credit to him.

We also found a Saab Sonnet (pic centre pages), the first that we have ever seen in the flesh, one of just a handful of these special bodied sports cars produced by Saab and it attracted lots of interest.

Total attendees at the event were so great that the display was split between two fields and the overflow area held some very unusual 140's... The most interesting being a vivid orange saloon (pic centre pages) that had been modified with a B23 engine and included a lot of additional under-bonnet

alterations - one of which being the insertion of a steering rack, this necessitated a considerable amount of rearrangement. Where once you could have held a large party in the engine bay, there is little room left for fitting your fingers now!

We were very interested to see two Saab 96 convertibles (pic centre pages) and, having owned an 1800 convertible for many years, it was interesting to see just how different the approach was to the conversions, the absence of a conventional boot was surprising, with just a “postbox” arrangement at the rear end and an area behind the seats that allowed additional access, so you must have to give your luggage arrangements a great deal of thought before setting off on any adventures in your Saab!

The day was rounded off at the awards ceremony; prizes had been voted for by all attending owners and our 1800 was awarded the “Most Admired Volvo”, so many thanks to all those who voted for her and to Saab Owners Club and VT for putting on a really great day. We’re looking forward to next year already.

NEC 2017: The following has been received from Alison Judge on

31/05/17:

“Dear Gillian

Regretfully, we are sorry to inform you that your **Volvo Enthusiasts Club’s** application for space at this year’s Lancaster Insurance Classic Motor Show at the NEC has been unsuccessful.

After due consideration, it was felt the only way for us to proceed was to treat both ‘Volvo Enthusiasts Club’ applications the same. So, neither party has been accepted for this oversubscribed Show.

I realise that this will be a disappointment but hope you can appreciate Clarion’s wish to not become involved in internal club disputes.

Yours sincerely

Alison

Alison Judge

Club Coordinator

for and on behalf of Clarion Events Ltd”

I have responded thanking Alison for being even handed but reiterating that we are not a new Club.

Gillian Whitton – Secretary – VEC

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Warranty

Extended warranty cover is available and can be arranged for any vehicle purchased from Peel Common Showroom.

Part Exchange

Your current vehicle may be used in part exchange to purchase any vehicle from us, we will consider all types of cars. Caravans and motorcycles also considered.

-oOo-

Members Day meeting on 23rd July 2017 @ Wolverhampton

See you there!

Please arrive before 11am :0)

BANTOCK HOUSE
MUSEUM • GALLERY • CAFE • PARK

90 YEARS and COUNTING – by Stu Mills

The date **25th April 2017** had been penned on our kitchen wall board for over 10 months.

It was the day we had reserved to celebrate **Volvo's 90th Anniversary** and attempt to execute a simple idea, to celebrate the marque by photographing and videoing the models as they drove round a race track.

I had everything crossed as the old fable that states the month of March comes in like a wolf and leaves like sheep had held true and April with its showers and bright days looked to be playing to form. To my horror as the week of the meeting rolled around, the forecast was for heavy Snow.

With the meeting being held on a Tuesday, so many people booking time off work to travel to the East Midlands and the Rockingham Raceway circuit, I knew that in fixing the date we would be in the laps of Viking gods but surely they would not dare rain or even snow on our celebration parade.....would they?

With the press lined up to report on the event, the camera cars booked and a special celebrity guest turning up, our efforts to date needed to be rewarded.

Come the day, it was like someone had pressed a giant weather pause button, the week of scheduled cold snowy weather instantly cleared to a forecast of dry and sunny for the day.

The circuit opened at 8:30am with owners and cars turning up for the 10am start, and thanks to traffic on the legendary M6, I was late arriving to the circuit but as we pulled through the tunnel that passes under the circuit leading to the pit lane garages, my relief was instant as I was greeted with what seemed to be an endless line of Volvo cars and their owners, in fact, so many Volvo cars in the leading column it took me another 5 minutes to walk from my parked car to the conference room where everybody was starting to gather.

After a quick cup of tea and a briefing on how we would run the day, we started to get the cars lined up on the track. The cars entered the circuit in a chronological order helping the



photographers group and relay the cars around the circuit in family, type and generation sort. Looking up the pit lane from the bottom of the circuit entry

lane, it was simply awesome seeing a line stretching as far as the eye could see of Volvo cars of every generation and type.



The PV's and the Amazon's lead away the convoy, followed by the 200's, the 7's and the 9's with the column stretching back all the way to five, fresh out of



the showroom, V50 Polestars.

The day flashed past, but seeing everyone socialising with each other and enjoying the day made every night of the previous 3 months, checking the spreadsheet of attendance, ensuring we were insured and safe for the meeting and simply communicating the owners organising the totally worth it.

With over 130 attending the meeting on the looking forward and seeing 300 circuit for the 100th anniversary celebration.



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made
event

cars

day, I'm
to 2027
cars on
big

If you missed the meeting, use this link to view the meeting highlights video and the second link to access photos of the day.

Link to video <https://youtu.be/Wl4xGJN5u5Q>

Link to photos <https://flic.kr/s/aHskYsC1Sf>

=====

"Following the issues that arose after the NEC November 2016 meeting and its subsequent fallout, I agreed to take on the role of Finance Officer for a limited period allowing us to get some stability whilst the legal arguments were being made.

I feel that now is the time for me to stand down from that role and for another member or appointed person to take it on.

Therefore I hereby give notice that I will step down from the role as Finance Officer at the end of September 2017, which I believe gives ample time for a successor to be appointed.

I thank you all for your support over the last 7 years.

**Colin Hughes,
11th June,2017"**

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EAST IN AN AMAZON

Sunday 14th May dawned grey and very wet, there was lively discussion as to which Amazon should be dragged out of the warm, dry shed to head off to Southwold in North East Suffolk for Peter Ragg's VOC Amazon Day event, should it be one of the 123GT's, or the pale blue 131? Eventually none emerged to get wet as the 221 estate was already standing out in the rain and so "Percy" had an unexpected day at the seaside and if our brains had been in gear the dog could have come along too! Sorry Dodger.

The Pit Stop Cafe was a perfect venue for the meeting, being circled by sandy "cliffs" which protected all from the wind. The Cafe provided a wide choice of



foods but bacon butties or the house speciality of "breakfast in a bap" were popular – and very good, too. Hot drinks and homemade cakes were very welcome to ward off the cold start.

Peter Ragg and his steed ("Hardy the nearly new 4-door 120's") stablemate had been on site from early doors wondering just how many cars would turn up in the rain. "Percy" was the first estate to arrive, then another, then another and another... until a total of *seven* spent the day basking in the sunshine that finally arrived to join us.

From a very early 4-door 122S and Peters late 4-door (which is/was for sale) through the ever popular 2-door 121/131's, the 164 of Malcolm Frith, a lovely 1-owner from new 1800ES and Chris Wickers 480, the total attendance was 14 and a couple of non-classics.

Peter was ecstatic that the turnout was so high for the first meeting at this venue and also in view of the extreme Easterly location. Southwold is a beautiful town right on the Suffolk coast, perfectly placed for excursions throughout East Anglia and beyond. It has numerous hostelrys offering superb meals, rooms etc, well worth a visit. It is a traditional style seaside with a pier (great fish and chips, although expensive) and is famed for its beach huts (also very expensive). Property prices are sky high in the area such is its popularity and you often see "celebrities" wandering through the streets.

Peter is hoping to extend the occasion over 2 days next year with promises of a pub crawl the night beforehand, he has been visiting Southwold for many years and knows all the hot-spots.

Well done Peter, look forward to the 2nd trip out East in 2018 – but there is still Sywell to come in September.

TWENTY YEARS OF THE T5

This year marks 20 years since Volvo introduced their legendary T5 V70 estates to our roads and police forces. **The Cambridgeshire Constabulary** were the first force in the UK to order 15 cars that would work the county inline, and with support by another first for the UK, an air support helicopter. **Before being** pushed into service in November 1997, the cars also sported a new UK livery that was designed by the Police scientific department to ensure the cars were more visible than the outgoing units which the public referred to as Jam Sandwiches. (White police cars which featured a red band and then their forces crest on the front doors). **The VOSA approved** blue and yellow reflective batten-burg was so successful, it remains a feature of current day Police vehicles which are instantly recognisable from a considerable distance.

The Volvo 90th Celebration held at Rockingham in April, presented an opportunity to reunite my car, R775 FJE with its original serving officers who were grinning from ear to ear at the prospect of getting out on track with an old automotive friend.

Mick Gipp was one of few highly decorated officers that drove Tango Seven Zero, or R775 FJE back in the day when the car was new and Mick himself had a few less miles on the clock.

Mick kindly recounts his experiences with the car;

"I had returned to Traffic on April 1st 1996 after 8 years away, when I left we were using Rover SDI 3500 as patrol cars but were in the process of moving over to the Rover 827. We kept the Rover Fleet until Honda stopped supplying the 2.7 V6 engine to Rover and like most Police Forces started to look around for a replacement. I was responsible for the traffic fleet and worked with our Fleet Manager to get the car we wanted, the Volvo T5. We even tried an 820 turbo saloon but knew it would never compete with the 827 or match the performance of the Volvo.

The problem we had was that our Deputy Chief Constable at the time decided we should have the Vauxhall Omega as the replacement. The logic being that Vauxhall was a British make... ? Having done some research into the Omega the Fleet Manager and I were very sceptical about that vehicle. The Met, Suffolk and West Yorks had already acquired some and the information we were getting was not good. I recall being told that West Yorkshire patrol officers would take out a high mileage Senator rather than drive the new Omega!

The Fleet Manager and I decided to wait a year and run the 827's into the ground whilst we built up a business case to purchase the Volvo. We gathered

enough evidence in that year to justify the purchase and convinced the ACPO team that it was the right thing to do. In effect we purchased two years worth of cars in one go, that caused a problem as our workshops were unable to mark them up, fit the blue lights, wailers, phone kits, equipment cage etc in the time that we had available. The Fleet Manager came up with the idea to approach Ford and as a result all the cars were fitted out at the Ford premises at Wethersfield MOD base where they had a Unit set up that worked on Race Spec Fords if my memory is correct?

Matt Tapp who was then Head of Comms, and Terry Turner worked up the idea of the launch of the cars at Wethersfield and that's where the photos you have were taken. The Force Helicopter was used and we only did two runs I think to get it right. The lads and lasses who drove that day were all on day off but came in their own time to do the launch which had a two minute slot on Top Gear .

The Volvos when purchased cost about £16385.00 each, not including the battenburg, cages etc , this was exactly the same cost as the Omega but the Volvo came with Air Con and ABS as standard whereas the Omega had those as an additional cost . The expected value on sale of the Volvo was far higher than the Omega. We even tried a Subaru Impreza turbo, it was as quick as the Volvo but would never have lasted the 100000 + miles and wasn't big enough for the use as either a marked or unmarked car.

R775FJE, your car, was allocated to the Number 1 traffic area at Peterborough, it was used for A1 patrol as well as City patrol. As Traffic Inspector the two of us shared one every other week, either my colleague or I would attend most if not all Fatals or likely to prove Fatals and if I was called it would be one of the vehicles I would use. This meant we would make our way to the Traffic Office, grab a car and then drive to the scene of the RTC, this often meant driving up to 40 miles to the RTC on twos and Blues. In the course of a year, we had in the region of 72-74 Fatals and probably twice as many likely to proves, that gives you some sort of idea how many high speed miles they were driven. Traffic Policing in Cambridgeshire is unique, we didn't just do traffic related Policing, we did everything, routine patrols, emergency response and everything in between.

Pc Paul Stubbings , a Number 1 Traffic area officer was a keen photographer of Police Vehicles.

Oddly your car was always my favoured vehicle as it the first Volvo T5 I had driven. When we first got the Volvo's , Chief Inspector Pete Smith who was my boss decided , rightly, that all those that would drive them, Traffic and Tactical Firearms Unit (TFU) needed instruction in their ability and performance.

He opened every session personally with the words something along the lines of these cars are exceptionally fast, "God has no special place for Police drivers"! That touched a chord with all of us and he was right, they absolutely flew and handled like a dream.

I recall going to a Fatal RTC in one and getting to 143mph, the Rev counter wasn't in the red and the only noise you could hear was the whine of the turbo. One of the recovery guys who had his premises on the A1, now the A1M, used to say, he couldn't hear the wailers, he couldn't hear the engine but knew we were coming past his garage because he could hear the whine of the turbo long before he saw us!

The Volvo's were the best car we had ever had, when I left Traffic on promotion in Oct 1998, I retained my Class I Driving status and still drove them when I did on call duties. I went back to Traffic in several roles / ranks until 2007 when I was promoted to another area of Policing. Right up until that point I used the cars albeit infrequently and they were still impressive."



Picture 1 an original publicity picture taken back in December 1997. Mick Gipp is seen standing next R775 FJE (Seventh officer from the left)

Picture 2 and 3 Mick Gipp and Paul Stubbings take the wheel for the first time in twenty years



Picture 4. Mick with Tango Seven Zero 20 years on.



This short video contains the original Top Gear clip filmed in 1997, featuring Mick, Tango and the other cars before they entered service.

<https://youtu.be/yudpr3ezC78>

Andy Dunne

Where Did It All Start?

So how and Why I like volvos - How First. I was very lucky at such a young age to have a friend who lived over the road to my mum and dad, they had a big bumper 145 RKP.644M in white . Then a few 240s and 1 480 ES. Hildenborough Volvo have been dealers since the late 1960s when the 140 came out . Why I like them - Roger Fisher, Barry unicombe, Brian and Sue Groves, Barbara Morris. All people who helped people to notice how popular volvos are. All have had very important roles in the world of Volvo. Be it member, Chairman, local section membership. It comes down to 2 things. Club and Volvo. Back in the time of the Amazon little did we know in the UK about Volvo or Saab for that matter.

Could Volvo have saved Saab? A big question lurks in my mind, why didn't it happen?

Now Volvo is the only Swedish car on the road. I see a very happy bright sunny future more new models. Maybe a new P 1800? I hope what happened to Saab never happens to volvo

Here ends my Sermon.

-oOo-



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15745 04/16



Pictures of 1800 wing replacement



REPLACING AN 1800 REAR WING

P1800 AND S REAR WING

Prep work on rear wing and wheel arches: Firstly inspect rear wing;



if the wheel arches are bad, also the rear of the wheel arches and if the cills need replacing, I would suggest putting complete new wings on and not repair parts, which can cost as much as replacing a wing.

When bumpers and splash guards have been removed and

the wheel and top wing trim (this is fixed with small brackets which means internal trim has to be removed to access the nuts along the top; two inside the car, three in the boot areas), also the mud-flaps; take measurements from the top of the wing to the wheel arch and out from the inner wheel arch to the outer. This will give you your guide when fitting the new inner wheel arch.

Next you need to cut the old wing off, care must be taken to prevent fire and I suggest you have a fire extinguisher handy in case. The door shut should not be cut out as new repro wings *do not have this fitted*. Clean areas to receive new inner wheel arches and wing - this means all under-seal in wheel arches.

Fitting wheel arches: temporarily in place measurements that wing/wheel arches. as per photo, or self new rear wing to



You need to hold using the you had taken at top I suggest small bolts tappers, then try check fit to new

wheel arch. Use mole grips to hold in place and make sure the alignment along the cill is correct, also around the rear valance and rear light. If things do not line up it means you will have to adjust the inner wheel arch, also check the door fitting - never take door hinges off the car as these were fitted when the car was made. When you

are happy with the alignment etc, fix with small bolts to hold along the top, the bottom of the wing and door shut and the rear light. With the rear wing off make holes around the top, bottom, door shut and wheel arches for mig welding, leaving the wheel arch bolted in, mig weld a small area at a time so as not to distort the panel, remove bolts, weld holes and then refit the rear wing, put bolts and self



tappers back and check door shuts if okay.

Mig weld up, again small areas at a time, in the holes you have already made around rear wing; under the rear light seam weld; on the top of the wing, where fixing for top trim, drill and recess as top side panel to boot lid. Clean weld off and prime straight

away before any filling etc.

There are more pictures in centre pages to help.

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PV SERIES – Roger Parish

The PV445 was the chassis version of the PV444, which due to its unitary construction could not be supplied in bare-chassis form. Its mechanical design and frontal appearance, however, were identical to the PV444 except for an additional bar in the grille.

From 1949 to 1953, the PV445 formed the base for small lorries, vans, estate cars and a few beautiful drophead-coupe (convertible) cars. None of these were built by Volvo, but by independent coachwork firms.



In 1953 the famous Duett (variant DH) was introduced based on the PV445. This became legendary, and is the ancestor of today's exclusive, comfortable, safe and powerful Volvo estate cars.

Roger Parish – pvseries@volvoenthusiastsclub.org

1800 SERIES – Tony Whitton

Whenever I am driving about in one of my Classics I see an increasing number of other classic cars out on the road and that is a wonderful thing. The only time I see another Volvo is bound to be when I am in the Transit or Land Rover! As we live just a few miles from Brian Gue at Amazonia and Rob & Emma at Amazon Cars, it is not unusual to see other Amazons or even the odd 1800. But just how often do you see 1800's these days? When we went to Rockingham in April for the VT bash I had expected that there would be a handful attending there but, when at the circuit, I checked the list of vehicles expected... my 1800 was the only one booked – and I had had to leave it at home when I was let down by the driver I had organised. We were taking three cars, the 262C had been specially requested as had the 123GT and it hadn't occurred to me that they would be conspicuous by their absence :0(Shame, but... 3 cars and only 2 drivers.

I am working on an 1800 restoration at the moment and have put together a guide to replacing a rear wing – with pictures – for your delectation, I hope you find it useful. The pictures can be emailed to

you if you want larger scale and if you would like other views, please just send your enquiries by email and I will get back to you soonest.

Enjoy your 1800's, there must be one or two out there, bring them along to our Members Day at Bantock House Museum on 23rd July, look forward to seeing you all there.

Tony Whitton – 1800 Series Advisor – 1800series@volvoenthusiastsclub.org

120 SERIES – Robert Whitton



"Summers Breeze"

Hello my fellow Amazoners ,
Well, as I write this the weather is nice and hot, I would go so far as to say that the summer has peaked, lol, the sun is shining like it should this time of year but we all know what good old British weather is like - hot & cold with tampered wind thrown in the mix .
I have had a few jobs myself to go through on the "GreyLady" which have been bugging me, from fixing a saggy

gearbox mount to fitting new rear shoes on her, but the list is getting worked through slowly when time and funds allow me, hopefully she will be fit for another trip out to an event soon, the Club national is coming up quickly so could well be her next outing. My main issue ATM with her is the suspension at the rear, she's fitting the 40 mm lowering springs so I may well revert back to original. I find she bounces up country lanes as if she's on a bouncy castle but I will get to the bottom of it - how many of you have had small or even big issues you try to settle, but the harder or more money you spend to no result. If any of you need any help with your Amazon issues or you're seeking advice don't forget I'm always here to give support, an email or phone call away. Would be great to speak with anyone, even more so if we have not done so before, as I can then get to know you and likewise. I'm sure we can chat lots on the topic of Amazon. I have other models knowledge but I'm Amazon through 'n through - like a stick of rock .
I'm sure by now many of us have our cars cleaned by an inch of its life raring to go this summer out on the open road , on that note please review our events listing, if anything tickles your fancy then come on down and let's get as many of our Amazons out on that open road promoting them to any who

catches a glimpse, or in a petrol garage filling up, let everyone see them at their best - being used and LOVED .
I found this written by By [Paul Niedermeyer](#) on November 3, 2009 and it starts like this -

“How exactly did the Volvo 122 Amazon achieve its mythological stature? Naming it after the eponymous nation of all-female warriors was a good start. Legendary ruggedness and durability solidified its status. Sporty performance burnished it further. Then there’s the magic belt: one of the twelve labors of Hercules was to secure the girdle of Hippolyta, the queen of the Amazons. Giving up her belt ended up costing Hippolyta her life. But it was a worthy sacrifice, because the Amazon’s first-ever three point seat belt has saved untold others theirs, and established the Volvo safety myth. That may now have run its course, but the Amazon’s status on the automotive Mt. Olympus is secure.”

I thought that was still quite in keeping and it made me chuckle I could have posted more but would like to keep my Report as fresh and honest as possible just had to share that quote for those that have not seen it yet .

Well my Amazoners, please cherish your Amazon and keep them rolling, I hope to meet up or speak with you soon, feel free to get in touch anytime so until my next report it's bye from me for now and - it's Summer - let's roll them Hubcaps

Just push your car onto the drive and wash it if yours is laid up for now, hopefully that will inspire you to get it out on the open road again soon !

Kind Regards

Your 120 Series Advisor

Robert Whitton – 120series@volvoenthusiastsclub.org - Tel: 07460808730

140/164 SERIES – Matt Brace

The 144 was a very spacious car with a large luggage compartment. The Volvo

144 also
safety
to the
energy-
front and
unique
which
handled
brakes



included many new features. In addition body with its absorbing zones rear, there was a braking system in each braking circuit three wheels. Disc were used on all

four wheels. The interior had no protruding parts and there were safety belts for the driver and front-seat passenger.

Matt Brace – 140/164series@volvoenthusiastsclub.org

200 SERIES – Mike Brace

In August 1974, Volvo presented a new generation of cars called the 240 and 260

These had

from and similar

The



Series.

new models been developed the 140 series were very to their predecessors. changes included a

new front, large bumpers and a further-developed chassis, featuring a front-wheel suspension system of the McPherson type.

In connection with the introduction of the 240 family, a new 4-cylinder engine series with an overhead camshaft was also presented. The previous 4-cylinder was still used during a transitional period for basic versions of the 240-series.

Mike Brace – 200series@volvoenthusiastsclub.org

300 SERIES – Dai Brace

Dashpot oil, any oil will do right?

It is a very common question and many oils are recommended by online experts and even Volvo does not have it right! Before we explore what oil should be used first we need to look at what the function of the oil is. First lets look at how both the SU and Stromberg work

The principle of the variable choke carburetter is to employ a means whereby the effective choke orifice will expand as the demand increases, and contract when the demand diminishes. The piston height adjusts the orifice size.

The height to which the piston is lifted is controlled by the amount of air passing beneath it. When the piston is at the bottom of its stroke, with the engine idling, opening the butterfly allows the manifold depression to be communicated to the main volume of the body and then through a cross drilling in the lower part of the piston into the suction chamber above the piston. This depression immediately lifts the piston, allowing a mixture of air and fuel to pass the lower side of the piston and relieve the depression. The piston height is therefore stabilized at a depression controlled by the weight of the piston, the load of the piston spring, and: the area .of the large and small diameters of the piston. It will be noted that the underside of the large diameter of the piston is open to atmosphere.

The carburettors incorporate a piston damper, the function of which is to restrict the speed of lift of the piston on snap throttle openings, and to allow the piston to fall at its normal speed on throttle closure. This one way damping is obtained by means of a non-return valve situated at the base of the damper.

When the speed of piston lift is retarded an additional air depression is put on the fuel in the jet resulting in an increase in the quantity of fuel discharged. A richer mixture is thus obtained until the piston resumes its position of equilibrium. This enrichment is necessary to provide satisfactory pick-up. The piston damper also improves cold starting and driveability from cold.

The key information we need to take away from this in regards to the damper oil is that the thinner the oil the less enrichment in acceleration and the thicker the oil the more enrichment that is achieved. Use of a overly thick oil will over enrichen the fuel mixture. Too thin a mixture will cause the engine to lean out in acceleration resulting in slow acceleration and can lead to burnt valves and damaged valve seats. In a modified engine you can mix oil to give a perfect weight for best performance.

For the SU's the correct oil is SAE20 with a maximum weight of SAE30 being premissable.

Strombergs should use ATF

Volvo recommend ATF for both the SU's and Strombergs however this is wrong as the ATF is too thin for the SU's especially as they start to wear. ATF can be suitable in very cold climates.

I can categorically confirm that the use of thin oils like WD40 and 3in1 are not suitable for use in the damper of any of these carburettors.

DAI BRACE – 300series@volvoenthusiastsclub.org

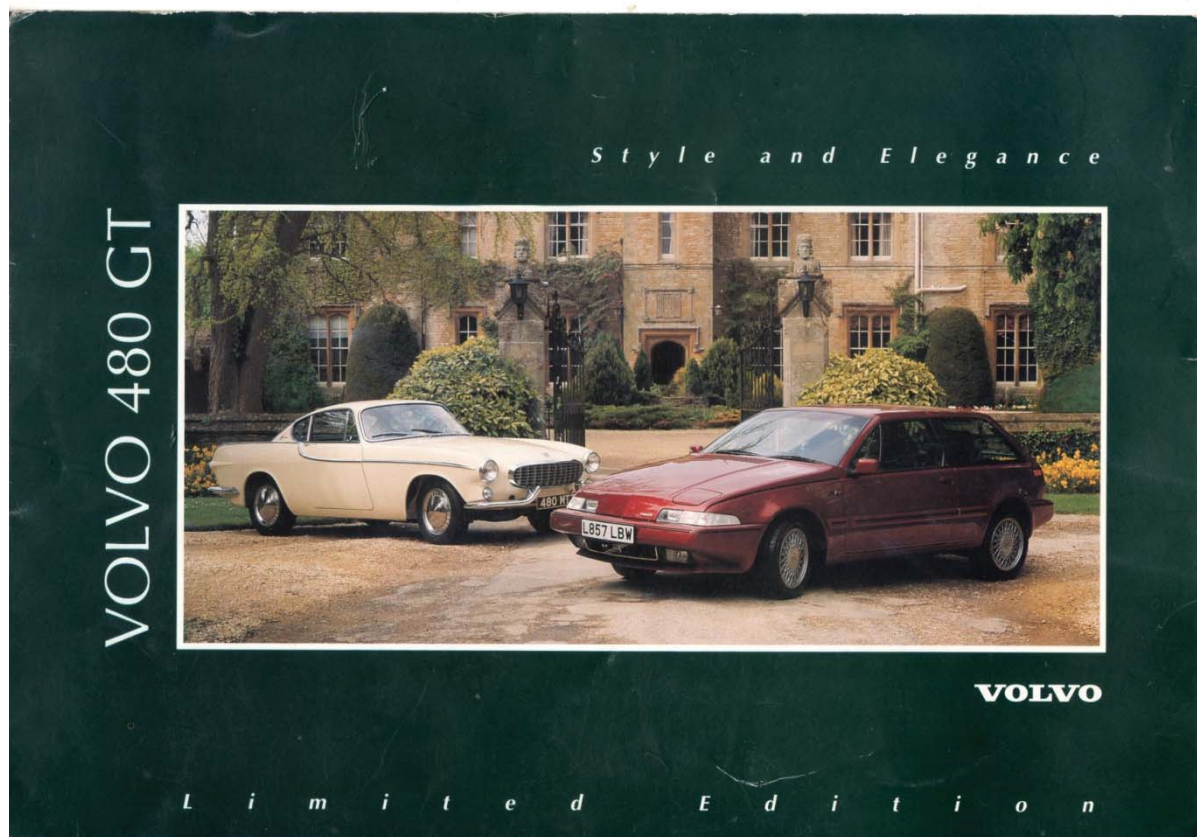
VACANCIES

Financial Officer starting end September 2017, applications in first instance by email to secretary@volvoenthusiastsclub.org

400 Series Advisor, please contact chairman@volvoenthusiastsclub.org

Midlands/South-West/Wales&West Area Representatives, if you enjoy getting out and about, meeting fellow Classic Car owners and can share your enthusiasm with fellow VEC members, organise meetings and shows local to you, please contact the Club Secretary, email as above.

400 SERIES – Could you be our new Series Advisor?



Scan of an original brochure featuring 480MTT, the 1962 P1800 restored over 3 days in 1992 at the NEC on the Volvo Owners Club stand by a team of VOC members, including Tony Whitton, VEC Chairman/Interim Coordinator.

700/900 SERIES – Colin Hughes

A fairly quiet time with our 700 & 900 collection and, other than the pesky issues with the 940 speedo, all seems to be well at this time.

Have added another 740 since I last reported, this one is a 1990 six door Limousine, with a very low mileage of 62k with full service history up to 58k

It is reported to have been first owned by a government department but I am yet to be convinced as its seating reconfiguration is a normal 2 up front & 6 behind style.

It has recently had an exterior re-spray in what I can best describe as Rolls Royce light blue (Azure I think), which does give it a distinctive look.

It has heavily tinted glass to the rear section and rear window. The sliding partition was also heavily tinted to such a degree that when driving at night, the reflection from it towards the front screen made it very difficult to decide which way traffic was coming or going - and gave zero vision to the rear from the interior driving mirror. So that tint was promptly removed.

I haven't driven it a great deal myself as it seems to have become Robert's preferred vehicle at present.

Being the 2.3L four pot engine, it has better economy than the 760 V6 hearse, and achieves 30 mpg with ease (or so Robert tells me!!).

It recently went to Beaulieu as part of the Classic Hearse Register, along with the aforementioned V6 hearse and received some good comments. It also was at Brighton as I was involved in the team that runs the London to Brighton Classic Car & Classic Sports & Kitcar event of 4th June.

That's all for now, look forward to catching up with you all at our **Wolverhampton & Suffolk** events.

Colin Hughes – 700/900series@volvoenthusiastsclub.org

HAPPY BIRTHDAY JAKOB – and VOLVO!

DoB – 14th April 1927

Congratulations 90 Years and Counting



850/V70 SERIES – Stuart Mills

Gentlemen ...please check your nuts!

It's always an exciting prospect when you look forward to a motoring holiday and preparation for a trip with the car can take many forms.

However, how many of you would give thought to your wheel nuts?

Those inconspicuous little fasteners that hold the wheel tight to the hub can turn out to be one big headache in a road side emergency.

In the main the focus for your wheel nuts tends to be are they tight, but consider what happens when you get a puncture on a UK or European road trip?, could you get the stud bolt or nut undone with the manufactures wrench provided with the jack? or will the nuts once removed still see the wheel stuck to the hub.

On cars like the 850 and 70 series cars, stud bolts are used and if not checked regularly can become very tight, so tight in fact you'll need a need a large bar attached to the end of socket and small wrench to undo them. This is an impossible situation to service when stood at the side of the road with just the Volvo nut wrench and standard car jack.

The picture right shows me coming across two such stud bolts on my 850 which is regularly serviced and was, to be honest, a surprise.

(The correct Torque wrench setting for 850/70 series models is 110Nm).

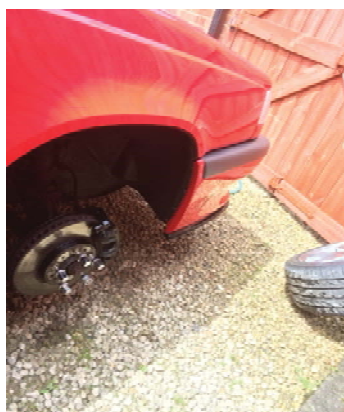
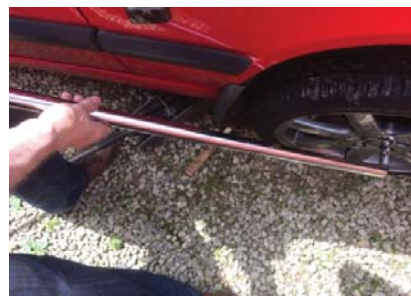
My tip if you have time, would be to undo all studs and remove the road wheel completely, this gives you chance to thoroughly check the tyre and wheel for cuts, tread depth and wheel rim damage. With the wheel removed a quick wipe of the wheel hub face with WD40 will prevent the wheel for

bonding with the hub allowing you the ability to remove it easily if needed in future. Replace the road

wheel and tighten by hand the nuts or studs to the required torque. In the case of the 850 with its alloy wheels it's much less than you might imagine.

A good rule of thumb is use the Volvo supplied

wheel nut wrench normally found in the boot with the jack. If you by tighten up hand and resist the temptation to stand on the wrench to tighten, you'll



assure yourself you can remove the nut or stud with the same said wrench in an emergency or at the roadside.



If you don't have time to remove each wheel or think it's a little over the top, buy yourself some piece of mind by ensuring you can uncrack each nut and retighten.

Stuart Mills - 850/v70series@volvoenthusiastsclub.org

VOLVO P1900 When Volvo presented an open 2-seater sports car with a body made of fibreglass-reinforced polyester, in 1954 it was something of a sensation.

However, the car did not go into production until 1956 and, after a great many problems, production was wound up in 1957. By this time, 67 cars had been series-produced.

The original idea was that this car would only be for export. A convertible was not regarded as wholly suitable for the Swedish climate. However, in spite of this, most of the cars were sold on the domestic Swedish market.

The car was based on standard components, mainly from the Volvo PV444, but it was built on a separate tubular frame. The engine was a developed version of the 4-cylinder, 1.4-litre engine from the PV444. Using twin carburettors, a different camshaft, larger intake valves and higher compression, this engine developed 70 bhp.



NORTHERN AREA – David MacKenzie

Although no VEC meets in Scotland this time round I've been out and about at various shows over the weeks and speaking to the Volvo owners turning up and handing out past club magazines and membership forms. Hopefully I've not missed anyone at the shows. And hopefully anyone that took the forms have taken the time to fill them out and send them in.

Sunday 14th May saw The Bridge of Allan show at Strathallan Park and was an excellent show with various ages of Volvo's turning up.



Alec Patterson's stunning 1964 P1800 was enjoying its first outing since he completed its restoration.

Jim Clark's white 121 is without doubt one of the finest in the Scottish scene at the moment but Old Joe, a 1967 Amazon stole the show with its unique take on style.



Other Volvo's included a 164TE, a couple of 240's and a gul T-5R estate. With profits going to charity, last year the show raised £13500 which was donated to the Stirling & District Classic Car clubs three chosen charities. Without doubt the weather played a significant part as it was an absolutely beautiful day. This year was just as good with the need for suncream again. Unusual in Scotland I know.

I also made the Volvo Owners Scotland west coast meet at Lomond Shores. Unfortunately the weather wasn't as kind to us that day and as such only 20 cars turned up. Thanks to Ewan Chrystal and Jamie Tripney from VOS for organising another excellent meet.



Myself and Kevin Devine having the only two "real Volvo's" on the day.

For anyone turning up at Knockhill on Saturday 3rd and Sunday 4th June would have had the privilege of seeing the Super Touring Cars from the 90's take to the track.



A chance to see Richard Rydell's 1998 BTCC S40 was amazing.

Driver Jason Minshaw qualified in sixth place for the first race on the Saturday but as he took to the track for the first race the car failed to start so didn't compete in the main event. Initial suggestions were a valve clearance issue but

whatever it was the weekend was over for the S40.

The 45th Scottish Borders historic motoring extravaganza took place on Sunday 4th June at Thirlstane Castle, Lauder. Not so many Volvo's at this one but still a very enjoyable day out even with the showers on the day.

As this magazine goes out you should all have it in time to make the 43rd Scottish motoring extravaganza at Glamis Castle on the 8th and 9th.

The Extravaganza is held over the Saturday & Sunday of the second weekend in July boasting an entry over the weekend of over 1000 vehicles of all ages, shapes and size plus 150 stands dealing in auto-jumble, motor trade, antiques, fund raising and craft.

Other notable dates for upcoming shows across Scotland are:

The Scottish Car Show at the Royal Highland Centre 15/16 July

Fife Association of Vintage Vehicle Owners classic car show at Brucefield farm Ladybank takes place on 20th August

I'll be in attendance at the shows hunting down all Volvo owners.

David MacKenzie – northernarea@volvoenthusiastsclub.org

SOUTHERN AREA – David Foxley

David Foxley – southernarea@volvoenthusiastsclub.org

EASTERN AREA – Gillian Whitton

Excursions this Spring have been more longer distance for our cars, an 1800 to Swedish Day and “Percy” the Amazon estate to the VOC Amazon excursion at Southwold (both adventures recorded elsewhere in these pages), as well as the amazing Rockingham event organised by VT with the green 123GT and the 262C.



Drive it Day saw me and the 262C out to Kersey Mill, just South of Ipswich. It's always such a pleasure to get behind the wheel of what used to be my everyday car back when we bought it in September 1984. We clocked up some serious mileage with either the caravan or the transporter on the back. Many times we would be off to the other side of the

country – an ES brought back from near Penrith just over the Scottish border – an 1800S from near Yeovil that gave up its registration number for the 262C and all manner of Volvos from the Midlands, Kent, London, etc, etc. I'm tempted to try towing the caravan again... although the current 'van (a Carlight Cosmopolitan) is probably twice the weight of the Award 14/4 we had back in the day. Still, it couldn't hurt to see?

17th May saw us cruising along in “Percy” to Saxstead near Framlingham for an evening at the East Anglian Practical Classics Club Night at The Mill House, weather was awful and only one other classic car turned up, a Rover P6 in mustard. Nobody else wanted to get their cars wet, but I guess Porsches melt in the rain. A quick shandy and natter and we were home in time to watch Salvage Hunters on Quest.

Took "Percy" and the Dodger to Woolpit car boot sale on Sunday last, got back to the car and found we had a classic car meet with a Vauxhall Cresta!



Hands up those who would be interested in a monthly meeting somewhere in the middle of the region? Or should it be moved around in fairness to members throughout the area? Let me have your suggestions for venues and evenings, even if we only organised something during the more clement months, it would be good to get the cars out and have a show and tell.

Keep rolling on.

Gillian Whittton – easternarea@volvoenthusiastsclub.org

MIDLANDS – Are you passionate about where you live? Can you share your love of Volvos with others in your area? Get in touch, we don't bite and would welcome your helping to spread the word that Clubs and shows are fun. You could even organise a regular meet up with local enthusiasts. Email any of the committee members for further information, you will find their emails addresses on the website – volvoenthusiastsclub.org – you know you want to.

WALES&WEST – Seeking enthusiastic holder for this post – have you got what it takes to serve your beautiful corner of the country? Email any of the committee members for further information, you will find their emails addresses on the website – volvoenthusiastsclub.org – you know you want to.

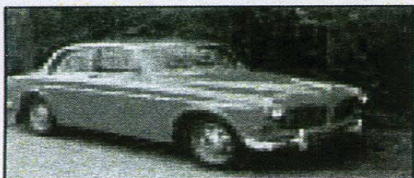
SOUTH-WEST - Email any of the committee members for further information, you will find their emails addresses on the website – volvoenthusiastsclub.org – if your think you have what it takes to unite Volvo owners in your wonderful part of the World.

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