



Autumn 2018



The 'Original Volvo Club' – Established in 1989



The 'Original' Club for the Classic Volvo Owner

Volvo Enthusiasts Club - £3.00

FJ Insurance solutions*
for classics and more.



- CLASSIC + MODERN CAR
- CLASSIC + MODERN BIKE
- MULTI VEHICLE
- COLLECTORS
- KIT CAR
- CLASSIC MOTOR TRADE
- COMPETITION CAR
- SUPPORT VEHICLE

At FJ we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options* including **breakdown**, **agreed value**, **salvage retention** and **spare parts**.

Call our friendly UK team for a quote.

0333 207 6062

or visit:

footmanjames.co.uk



Part of the Towergate Group



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADGE691.9.16



Autumn 2018

The Magazine of the Volvo Enthusiasts Club

For ALL Classic & Out of Production Volvo's
Established and in continuous operation since 1989

Club Contacts:

Club Joint Co-Ordinators

Paul Knight & Sean Skeet
c/o 'Green Dragon'
32 Old Street,
LUDLOW, Shropshire.
SY8 1NP
Email: zappagroucho@hotmail.co.uk

Chairman/Hereditary Founder

Matthew Stadden
21 Woodford Close,
Hightown,
RINGWOOD
Hampshire, BH24 1UT.
Email: mjstadden@aol.com

Membership Co-Ordinator

Dave Stadden
21 Woodford Close
Hightown,
RINGWOOD.
Hightown, BH24 1UT
Email: dms4vecdata@aol.com

Financial Administrator.

To Be Confirmed



Main Club Contact Details:

Tel: 07519954151
Email: vec.volvo@gmail.com
Website:
www.volvoenthusiastsclub.co.uk
Facebook: 'Volvo Classics'

Founder/Hon President

Kevin Price,
127 Kidderminster Road,
Wribbenhall,
BEWDLEY,
Worcestershire, DY12 1JE.
Email: kevinprice.vec@btinternet.com

Club Administration:

Webmaster: Trevor Ashley - Website: www.volvoenthusiastsclub.co.uk

DLVA in relation to V765 Applications etc, etc: Kevin Price – kevinprice.vec@btinternet.com

Magazine Editor: Kevin Price – kevinprice.vec@btinternet.com

Club Show Transport and Stand building Co-ordinator: Sean Skeet

Club Stand/Display Build & Design Co-ordinator: Terry Court - topcars1@hotmail.com

Stand & Club Security: 'Benji'

Volvo Enthusiasts Club Technical Co-Ordinators:

Volvo PV – All Models: Jon Maurin - cm51blue@gmail.com

Volvo 120 Series – All Models: Steve Cropper - catherineandsteve@virginmedia.com

Volvo 1800 Series – All Models: Kevin Price – kevinprice.vec@btinternet.com

Volvo 100 Series: Trevor Felgate - felgategt@tiscali.co.uk

Volvo 66 & DAF Models: Robbert Jan Veraa - rjmv@skynet.be

Volvo 200 Series – All Models: Could you fill this position?

Volvo 300 Series – All Models: Edward Bostock - whylemill@gmail.com

Volvo 400 & 480: Alan Orgill - venorthmid400@outlook.com

Volvo 700, 900 and 90 Series: John Foster - jsfc4d@aol.com

Volvo 800 & Classic 70/80 Series – All Models: Nick Workman - nickworkman13@yahoo.co.uk

Volvo 30, 40, 50, 70 & 90 Series – Out of Production Models: Could you fill any of these positions?

Volvo Bus & Truck – All Models: Nick Workman - nickworkman13@yahoo.co.uk

Volvo Ex Military Vehicles: Could you fill this position?

Volvo Ex Emergency Service Vehicles: Paul Stokes - papasierra999@yahoo.co.uk

Volvo Tuning & Rally Preparation: Could you fill this position?

Volvo Vehicles built at Born, Holland e.g. 66,300,400 Series – Robbert Jan Veraa - rjmv@skynet.be



Volvo Enthusiasts Club Regional Area Representatives:

Bristol & South West Reps: Chris Tye & Jon Maurin – chris.tye47@btinternet.com - cm51blue@gmail.com

North Midland Area Reps: Alan Orgill & Pat Skillicorn- Orgill – oldgit.ao@gmail.com

North-East & Yorkshire Area Rep: Barrie Sutcliffe - jbasutcliffe@hotmail.com

North-West Area: Steve Cropper - catherineandsteve@virginmedia.com

Scotland Representative: Tim Rollinson - timwssd@hotmail.com

Southern Area Rep: Ove Ericsson - ericsson.ove@gmail.com

Eastern Area Rep: Could you fill this position?

South Midlands Rep: Could you fill this position?

Wales Representative: Could you fill this position?

Northern Ireland Representative: Could you fill this position?

Overseas Representatives:

France and Switzerland: Gilles-Guy de Salins - gilles-guy.de-salins@laposte.net

Australia: Kevin Greenaway - kgreenaw@bigpond.net.au

Brazil – Sao Paulo: Sergio Ribeiro Augusto - mobile: +55 (11) 99241-0239 e-mail: sergio@pratica.com.br

Finland: Markku Jylhasalo - m.jylhasalo@gmail.com

Spain: Andrew and Kim Dickens - kimdickens@hotmail.co.uk

USA (EastCoast): Irv Gordon - miln2miler@aol.com

New Zealand: Gerald & Janet Clements - volvo242nz@gmail.com

NEW: Canada: Stephen Mc Indoe - stephen.mcindoe@bellward.com

Other Regional & Overseas Representatives Wanted – Could you be a VEC Regional Rep?

Front Cover: Manchester Classic Car Show – Club display which celebrated 90 years of Volvo Trucks with 1966 Volvo N86 Owned by Ken & Ray Walsh of Manchester, C70 Cabrio Pat & Alan Orgill, and 245DL Kevin Price

Credits: **Our grateful thanks to Ken & Ray Walsh for their support at Manchester Classic Car Show.**

General Information: The views and opinions expressed in this magazine are those of the individual writer and do not necessarily reflect the opinions of the administration of the Volvo Enthusiasts Club 1989 Ltd, established in 1989, or its Membership. Whilst every care is taken when accepting advertisements, the Club, or its administration cannot accept any responsibility for any resulting unsatisfactory transactions. All information given in this magazine is given in good faith and the Volvo Enthusiasts Club 1989 Ltd cannot be held responsible for any errors or omissions.

Copyright – This magazine is protected by Copyright: Please Note: that ALL materials in this magazine are copyright of the Volvo Enthusiasts Club 1989 Ltd established in 1989. No part of the publication may be reproduced without prior permission in writing from the Volvo Enthusiasts Club 1989 Ltd, 21 Woodford Close, Hightown, Ringwood, Hampshire, BH24 1UT. Certificate of Copyright and Registration is confirmed.

ADVERTISING IN THIS MAGAZINE: If you would like to advertise your product or services in future issues of the magazine or on our Club Website, please in the first instance contact - Cath Cropper or Kevin Price.

catherineandsteve@virginmedia.com



CLUB FACEBOOK PAGES: Log in, 'Friend Us' & 'Like Us' at 'Volvo Classics' or Volvo Enthusiasts Club UK and Volvo Enthusiasts Club for latest Club News, Events and information of THE 'ORIGINAL' VOLVO ENTHUSIASTS CLUB ESTABLISHED IN 1989

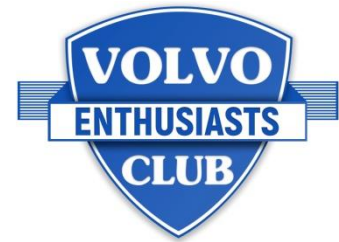
Don't forget our Website: www.volvoenthusiastsclub.co.uk

PLEASE REMEMBER – If you can't see our logo, then you're not dealing with the 'Genuine' Volvo Enthusiasts Club that you joined – the 'real and original' Volvo Enthusiasts Club - Established and in continuous operation since 1989.

VOLVO ENTHUSIASTS CLUB - MEMBERSHIP RENEWAL NOW DUE

Please make sure you ONLY Send your Membership Renewal Form and payment to:

Dave Stadden 21 Woodford Close, Hightown, Ringwood, Hampshire BH24 1UT



Founder's Ramblings:

Kevin Price – Volvo Enthusiasts Club Founder

Welcome to all new Members and to this, the Autumn Issue of the Volvo Enthusiasts Club Magazine.

Since our last Club Magazine the Club has once again been very busy with an indoor show at Manchester and several outdoor events, including our Northern Day Out plus I with Matt & Dave Stadden, taking my TV Saint Car to the large annual Volvo Klassikers Beurs Show and Parts Market in Holland, where we were the guests of the Volvo Classic Club of Belgium. Members may remember we had very close ties with the Belgium Club in the past and I hope this will continue. ST 1 formed a major part of their Club Display which in military style had been kept Top Secret that it would appear at the show and a major first for the Belgium Club as 71 DXC had never been displayed outside the UK and possibly is the only true Saint Car to survive. Volvo Cars North America having recently purchased NUV 648E, Roger Moore's own personal 1800S, presented to him by Volvo Concessionaires in 1966 and shown at Essen this year and now in Volvo Museum in Sweden. If you have not visited the show in Holland it really is a must with lots and lots of hard to find spares, Club Displays and a great number of cars in the car park.



Next year sees the Volvo Enthusiasts Club celebrate its 30th Birthday having been founded in 1989 by my late father, Fred Price, Matt's, Mum, Christina Stadden and myself. We already have a lot planned to celebrate and I hope that you will support us by renewing your Membership which is now becoming due. The very good news is that once again due to the support of our many advertisers, there will be **no increase in Membership Subscription Rates for 2019**. Our thanks to all our Advertisers and Sponsors for their continued support of the club, we look forward to working with them in 2019. We very much hope that you have all found Membership beneficial, a club is only as good as its Membership and hope that you will continue to support us by renewing your Membership for 2019, thus helping us to provide the very best Volvo Club in the UK.

We still have two major indoor shows booked, the Bristol Restoration Show and our major Show of the year, the Lancaster Insurance Classic Motor Show, held at the NEC Birmingham. We look forward to seeing you all at one of these events, for discounted tickets available from the Organisers see Adverts in this magazine for details.

Once again we will be holding an informal meet on Sunday 6th January 2019 at the Redwings Horse Sanctuary near Stratford on Avon, where we will be visiting 'Dylon' our adopted Welsh Pony. Dylon has now been retired from active adoption due to health issues but we will continue to support him. I look forward to seeing you there.

Well that's about it from me. Many thanks again to all who have sent me their good wishes re my health problems.

May I wish you and yours a Merry Christmas and a safe & happy Volvoing New Year. Best Wishes, Kevin



VEC Forthcoming Club Events – Dates for the Diary: 2018 CLUB EVENTS AT A CLANCE:

Dates for 2018 – Celebrating the 30th Birthday of Volvo Enthusiasts Club

3rd & 4th Nov, 2018

- '18th Footman James Classic Vehicle Restoration Show' – Club Display

9th -11th Nov, 2018

- 'The Lancaster Classic Motor Show 2018' at the NEC Birmingham – Club Display

Volvo Enthusiasts Club Events for 2018 in more detail:

3rd & 4th Nov, 2018 '18th Footman James Classic Vehicle Restoration Show'

Held at the Bath & West Showground, Shepton Mallet, Somerset. We will be once again be having an indoor stand at this popular event, which will include a selection of Classic Volvo's which have or are undergoing a restoration. If you have a Volvo undergoing a restoration that you would like to display it on our Club Stand or would like to help, – Club Contact for Show: vec.volvo@gmail.com

9th-11th Nov, 2018 'Lancaster Insurance Classic Motor Show 2018 at the NEC Birmingham' –

Club display at this premier indoor Classic Car Show held at the NEC Birmingham. Where we will be celebrating the 90th Birthday of Volvo Trucks and 50 Years of the Volvo 164. If you would like to help in any way. We particularly need members to help with build-up and breakdown of the Club Stand so if you can help it would be much appreciated, please contact vec.volvo@gmail.com Discounted Tickets available for Members from Show Organisers – See Advert in this Club Magazine

Dates Already Booked for 2019

Dates for 2019 – Celebrating the 30th Birthday of Volvo Enthusiasts Club - Est: 1989

6th January 2019 – Volvo Enthusiasts Club after Christmas & New Year Informal Members Meet

9th & 10th Feb 2019 - Great Western Classic Car Show & Autojumble – Club Display

23rd February 2019 (Saturday) – Volvo Enthusiasts Club Winter Meet at 'Oakham Treasures' Bristol

22nd-24th March, 2019 – 'Practical Classics Restoration Show' at the NEC – Club Display

5th May, 2019 – 'Volvo Enthusiasts Club Dorset Rally & Spring Meet'

11th & 12th May 2019 'Marches Transport Festival & Spring Food Fayre' – Ludlow Castle – Club Display

12th May 2019 – 'Swedish Day 2019' – Club Display or just come along - Haselbury Mill, Nr Crewkerne.

2nd June, 2019 - 'Volvo Enthusiasts Club National Gathering' – Celebrating our 30th Birthday

June, 2019 – 'Bristol Classic Car Show 2019' – Club Display

13th & 14th July, 2019 – Powderham Castle Classic Car Show', near Exteter Devon, Club Display

21st July, 2019 – 'Fleetwood Festival of Transport 2019 (Tram Sunday)' – Club Display

28th July, 2019 - 'English Riviera Classic Car Show 2019 – Club Display

September 2019 - Beaulieu International Autojumble – Usual Club Stall in Green Field

September, 2019 'Footman James Manchester Classic Car Show 2018' – Club Display

13th October 2019 – 'Volvo Enthusiasts Club – 'Annual Northern Day Out'

Nov 2019 - '18th Footman James Classic Vehicle Restoration Show' – Club Display

Nov 2019 - 'Lancaster Classic Motor Show 2018' at the NEC Birmingham – Club Display

Club Events already booked for 2019 in more detail:

6th January 2019 'Usual Informal gathering for Coffee etc. at the Redwings Horse Sanctuary, Oxhill, Nr Stratford upon Avon' Come and see the real 'Stig!'

If you are fed up of Tinsel & Turkey and fancy a coffee and a chat with other Volvo owners. Further details how to get there www.redwings.org Meeting at around 11.00 am in the Cafe.

9th & 10th Feb 2019 'Great Western Classic Car Show & Autojumble' -

Club Display organised by the VEC Bristol & South-West Group. To be held at the Bath & West Showground, Shepton Mallet, Somerset. We are looking for cars, trucks etc for our display or help build & man the stand. So why not sweep away those 'Winter Blues' and come along to see us Chris Tye & Jon Maurin – chris.tye47@btinternet.com - cm51blue@gmail.com

23rd February 2019 (Saturday) - Volvo Enthusiasts Club Winter Meet at 'Oakham Treasures' just off M5 near Bristol

Members & friends informal Winter meet at this very interesting venue of bygone days collectons and superb Acorns Cafe (no entrance to Museum needed for cafe). Situated just off the M5 Jn 19. Oakham Teasures, Oakham Farm, Portbury Lane, Portbury, Bristol, BS20 7SP see www.oakhamtreasures.co.uk Meeting from 11am.

22nd-24th March 2019 'Practical Classics Restoration & Classic Car Show 2019'

A major Club Display at this event! The Club will be putting on a very special display at the premier event to celebrate the 30th Birthday of the Volvo Enthusiasts Club – Established in 1989. Keep an eye on the Classic Car Press and our Club Website & Facebook Pages for further information. If you would like to be involved contact vec.volvo@gmail.com

5th May, 2019, 'Volvo Enthusiasts Club Dorset Rally and Spring Meet'

Drive of approx 60 miles on beautiful and scenery Dorset Roads, visiting places of interest. Organised by Ove Ericsson – VEC Southern Regional Rep. Tel: 07762-765 153 or ericsson.ove@gmail.com for more information

11th & 12th May, 2019 - 'Marches Transport Festival & Spring Food Fayre' held in Ludlow Castle, Shropshire –

Club Display at this popular event. If you would like to display your car you must book individually and state 'Club Display' in 'Category Entered' Road Run on Sunday – A great show so why not come along. To book - <http://www.marchestransportfestival.co.uk> then please let me know when you have received confirmation of booking – Numbers very limited so book early – Club Contact: vec.volvo@gmail.com

12th May 2019 'Swedish Day'

A day dedicated to all those of you who love Sweden and Swedish ideas, for those who like to drive and those who admire Swedish Vehicles. Club Display or just come along and enjoy – 10am to 4pm Haselbury Mill Haselbury Plucknett, Crewkerne TA18 7NY For more details <http://www.swedishday.co.uk> – Clun Contact Matt Stadden

2nd June, 2019 'Volvo Enthusiasts Club 'Founders Day' – Our Club's National Gathering celebrating 30 years

Venue to be confirmed – ALL Volvo Owners, enthusiasts and friends welcome to come along from 11.30am onwards - The Volvo Enthusiasts Club National Day Out which this year will celebrate our Clubs 30th Birthday being established in 1989 – for more information contact kevinprice.vec@btinternet.com

June, 2019 'Bristol Classic Car Show' held at Shepton Mallet – Club Display – Major Indoor Show & display

13th & 14th July, 2019 – Powderham Castle Classic Car Show, near Exeter

Club Display at this fantastic show, vehicles wanted for display, either or both days. Contact Terry Court topcars1@hotmail.com to book or more details

21st July, 2019 'Fleetwood Festival of Transport & Tram Sunday' –

Club Display – Tram Sunday is fun-packed transport event for all the family... is the largest FREE event of its kind, attracting crowds of 70,000+ to fill the town of Fleetwood. There's something for everyone and entertainment for all the family. If you would like to display your Volvo, help man the display or just come along and help please contact Kevin kevinprice.vec@btinternet.com

June, July & August – 'The VEC 2019 Reliability Challenge' Challenge to be confirmed.

September 2019 – 'Beaulieu International Autojumble 2019' Our usual Club Stall in Green Field G042.

September, 2018 'Footman James Manchester Classic Car Show 2018' – Club Display

13th October, 2019 VEC Annual Northern Day Out – Club Meet in the North of England, kevinprice.vec@btinternet.com

Nov 2019 '18th Footman James Classic Vehicle Restoration Show' – Club Display

Nov 2019 'Lancaster Insurance Classic Motor Show 2019' at the NEC Birmingham – Club Display
FOR MORE INFORMATION ON ANY CLUB EVENT CONTACT vec.volvo@gmail.com or the Club Website www.volvoenthusiastsclub.co.uk

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

NEC BIRMINGHAM

9-11 NOVEMBER 2018



BOOK YOUR TICKETS NOW!

EXCLUSIVE CLUB DISCOUNT AVAILABLE ON SATURDAY OR SUNDAY TICKETS*

Bursting with over **2,500 classic cars** and the **world's biggest gathering of classic vehicle clubs**
INDULGE your passion | **ENJOY** the end-of-season finale | **SPEAK** with real enthusiasts | **DISCOVER** new ideas & solutions

NECCCLASSICMOTORSHOW.COM

CALL 0871 230 1088*

SAVE £5.50 ON ADULT TICKETS*
QUOTE: CSCMS18

SAVE £12 ON FAMILY TICKETS*
QUOTE: CFCMS18

Celebrity guests | Discovery Live Stage | The UK's biggest indoor autojumble & trader village
Classic cars for sale | Meguiar's Club Showcase | Silverstone Auctions | Lancaster Insurance Pride of Ownership
Dream Rides | Restoration Theatre | **Free** entrance to the Classic Motorbike Show

Headline Sponsor



Official Partners



*The exclusive club discount codes are only for club members use. The codes are valid for Saturday or Sunday Adult tickets and Saturday or Sunday Family tickets only when booked in advance. Family ticket gives access for 2 x adults and up to 3 x children (aged 5-15). Club discounts will be applied to on-the-door prices: Club Adult £24.50 (£30 on-the-door) and Club Family £68 (£80 on-the-door). Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are only available until midnight on Thursday 8 November 2018. All bookings are subject to a single transaction fee of £1.95. All information correct at time of publishing, see website for more information. Don't forget to hand your club voucher/ticket stub into your club stand at the show so they can benefit from a commission.

Powderham Castle Classic Vehicle Show – 7th & 8th July, 2018.

This was a new event for the Volvo Enthusiasts Club, although we did attend some 25 years ago when the show was only a one day event, how things have changed, it is now a massive 2 day event!

Our display, organised by Terry and Lisa Court this time celebrated 90 years of Volvo Trucks. Our thanks to Nick Way of M. Way Transport, who supported us with two of his preserved Volvo Trucks, a 1967 F86 and a 1993 F1020. These guarded the two outer edges of our stand frontage.

Being a 2 day show we managed to show a selection of Members Cars over the weekend,



which included Chris & Sharron Tye's (our South-West Reps) rare 1962 Jensen Motors, England built P1800, Kevin Price's (Our Founder) famous 1962 TV Saint Car 'ST 1' aka 71 DXC and his 1985 Volvo 245DL Estate, Matt Stadden's (Hereditary Founder) 1995 Volvo 850 T5 Estate, Derek Russell & Victoria Soal's 1967 Volvo 122S and David and Liz Rhodes's 1992 Volvo 245DL.

The show held in the grounds of Powderham Castle near Exeter, on the banks of

the Exe Estuary, is organised by the Devon Crash Box Club and is now in its 45th year, with all profits being donated to local charities.

A fantastic weekend in the glorious Devon sunshine. We look forward to a return visit next year.

Many thanks again to Nick Way and M. Way Transport for their support with their trucks for the display, Terry & Lisa Court for organising the stand and all those who made our display such a great success.

See you all next year.



If you would like to join us next year and display your Volvo, please contact Terry - Email: topcars1@hotmail.com at your earliest convenience so we can book you in for our Club 'Special 30th Birthday Display'



M. Way Transport's Preserved Volvo Trucks

SKANDIX®

skandix.com



Your
QUALITY
choice
in parts for Swedish cars

Welsh Run “Steam in Snowdonia”, Sunday 5th August 2018

Our 2018 Welsh run actually began for us on Saturday 4th August, so that we could be there at the rendezvous point to greet arrivals early on Sunday. A leisurely drive over from Liverpool to this beautiful part of Wales saw us meeting club stalwarts Pat and Alan Orgill at the Sygun Fawr hotel in Beddgelert, which was our base for the weekend. We passed a convivial evening over an excellent dinner, and retired to bed. As our hotel quite literally had a mountain in the garden, it had no TV or internet, so a peaceful stay was assured.

We met up for a hearty breakfast, and then negotiated the very narrow track down to the main road and headed to the meeting point in Porthmadog. Once there we met up with Julian

Woski and his pristine V90 estate, and his delightful canine companions Pooch and Sammy, Alan and Pat in their award-winning 480, ourselves, and new member Nick Everip, who was attending in a borrowed C70 convertible bought from E-Bay, which despite attack from the tin worm, still had everything working – after all, it is a Volvo!



We repaired to the excellent buffet at the Ffestiniog Railway station for tea, and a look at that day’s locomotives in action. One of their famous Fairlie patent “double enders” arrived with the first train of the day from Blaenau. Over on the Welsh Highland Line platform, Allan was deep in conversation with the Australian driver of one of the WHR’s famous Garret

articulated locomotives which were repatriated from South Africa. These magnificent 20-wheeled machines can cope with the tight bends on this delightful line, and with over 18,500 pounds of pulling power, can work ten coach trains over the very steep gradients to Caernarfon.



Suitably fortified, we set off on the road up to Beddgelert, passing the entrance to Portmeirion, the Italianate village famed as the location for “The Prisoner”. The A4085 passes through the Plas Brondanw estate, famed for its

gardens, and once the home of Sir Clough Williams-Ellis, the architect who created Portmeirion in the belief that human settlements need not be ugly, and should be beautiful. Climbing through wonderful scenery as the road went in and out of single-track sections through a canopy of forest, we eventually arrived in the picture-postcard village of Beddgelert.

A good lunch and conversation followed at the Saracen's Head, where the weather was balmy enough to allow us to eat outside and enjoy the view. This is the Welsh-speaking heartland of Wales, and it was interesting hearing the musical lilt of locals conversing fluently in their first language, and picking up the odd phrase in English for which there is no Welsh equivalent like "Post Office". The odd posse of bikers and a convoy of rorty Minis enjoying the drive passed by, before it was time for us to



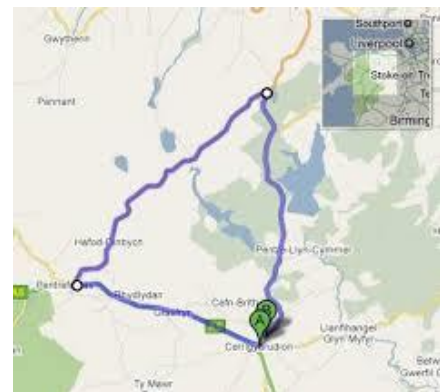
return to our Volvos and hit the road.

The A4086 from Beddgelert to Capel Curig has to be one of the most spectacular driving roads in the UK. Sheer drops, tight single-track bends and breath-taking scenery, not to mention the odd stray sheep, made it a run to remember. A photo stop at the top of the pass overlooking the lake allowed us to take in the view.



We then joined the A5 via Betws-y-

Coed for Pentre-Foelas, and turned right onto the A543, which forms the first leg of the "Evo Triangle". This trio of driving roads passes through unspoiled and almost uninhabited countryside and are full of fast sweepers, dips, crests and unexpectedly tight corners where you can rediscover why we all liked driving once. We then took the B4501 down to Llyn Brenig reservoir, for a break and tea at the visitor centre. We then continued on to Cerrig-y-Drudion, where the triangle rejoins the A5, but opted instead to take the B5105 for Ruthin. This is another wonderful driving road through some lovely countryside. Journey's end for the organised part of the run was the Crown Inn at Llanfihangel Glyn Myfyr, a lovely grade 2 listed historic drovers inn on the bank of the River Alwen. Here members were able to enjoy the beer garden above the river and reflect on a great day's drive in good company, doing what our cars were meant to do.



Any members wishing to try the route, or part of it, will have a great drive, but do be aware that the Evo Triangle is actively policed and we saw one car being pursued by the constabulary while we were there. Finally my apologies to any Welsh members if any of my Welsh spellings are wrong, but I did my best!

Steve Cropper, N.W. Area Rep

'Born-Built Beauties'

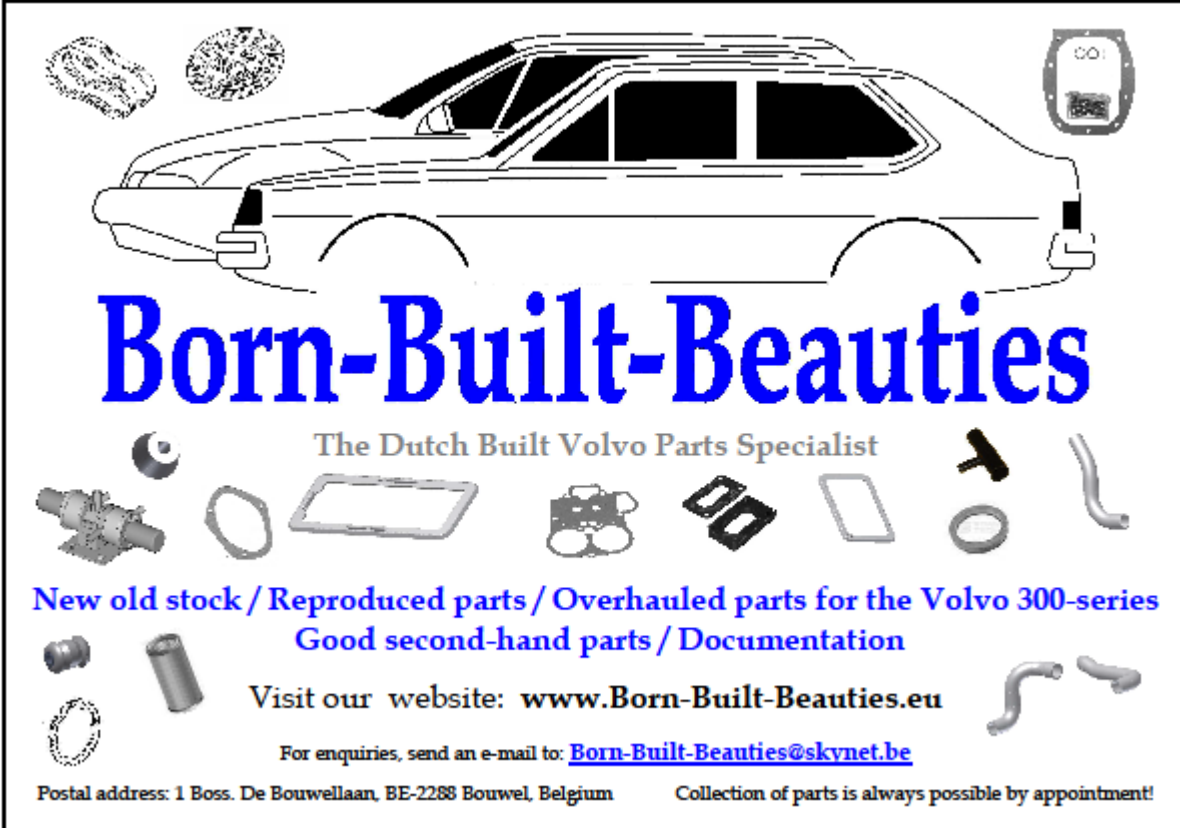
Robbert Jan Veraa

Born Built Beauties, based near Antwerp (Belgium), was founded as a bet between enthusiasts in 2010 by Robbert Jan Veraa, a Volvo 300 series enthusiast and collector, with the aim of assisting other enthusiasts by reproducing parts, locating spare parts (both NOS and second hand), and providing information needed for the owners to maintain their own Volvo 300s.

It has now grown to become a multi-national association of like-minded enthusiasts who collect, refurbish, remanufacture and supply parts for the Volvo 300 series.

Born Built Beauties is not run as a commercial business as such, but seeks to cover it's costs, with any small profits made going to fund the production of, and the development of, new products. In all things our motto is "Parts keeping our cars on the road, By Enthusiasts for Enthusiasts"

Robbert Jan is also VEC Special Technical Special Co-ordinator for all Volvo Vehicles built at Born, Holland e.g. 66,300,400 Series.



Born-Built-Beauties

The Dutch Built Volvo Parts Specialist

New old stock / Reproduced parts / Overhauled parts for the Volvo 300-series
Good second-hand parts / Documentation

Visit our website: www.Born-Built-Beauties.eu

For enquiries, send an e-mail to: Born-Built-Beauties@skynet.be

Postal address: 1 Boss. De Bouwellaan, BE-2288 Bouwel, Belgium Collection of parts is always possible by appointment!

Lydiate Classic Car Show in aid of North-West Cancer Research

1st July, 2018

At the request of Steve & Cath Cropper, our Club North-West Reps, I was asked if I would bring along 'ST 1' aka 71 DXC to their local classic car show as the 'headliner' vehicle. The Show is organised by a single family and held in the grounds of the Community Hall of Lydiate near Liverpool and is in aid of North-West Cancer Research, something due to personal experience, I am very keen to support.



The day started early with a short drive in convoy with Steve & Cath's beautiful recently renovated 1954 PV444 to the showground, which is organised on a first come, first served basis, with ALL exhibits having to be in place by 10am.



The Organisers, keen to make the most of ST 1's attendance allocated us a spot just inside the entrance.

Weather for the day was absolutely beautiful, with not a cloud in the sky and the showground soon filled up with all types of classic cars, bikes and scooters, including 2 more 1800's, one being a very nice red 1962 P1800 owned by fellow club member Nick Jones – this car although RHD was first registered in Sweden (then driving on the left like us), the other a 1967 1800S owned another Club member (apologies forgot your name).



A great day which raised over £4000 for Cancer Research – congratulations, a fantastic achievement for a worthy cause.

My thanks to Cath & Steve for inviting ST 1 and myself and for their hospitality over the weekend plus the Organisers of the Lydiate Classic Car Show.

My thanks to Cath & Steve for inviting ST 1 and myself and for their hospitality over the weekend plus the Organisers of the Lydiate Classic Car Show.

Kevin Price & 'ST 1' aka 71 DXC



www.p1800specialist.com



Templar and Wilde

Classic Vehicle Restoration, Sales and Service



3 OAKS, HEDGERLEY PARK ESTATE, COLLUM GREEN ROAD, HEDGERLEY

BUCKINGHAMSHIRE, SL2 4AS

Simon 07703 355869

Keith 07792 911355

www.templarandwildeclassics.co.uk

Motorists could be fined £100 for going just 1MPH over the speed limit as police chiefs plan to scrap 'no-penalty buffer zones'

By [Martin Beckford for The Mail on Sunday](#) - 19th August, 2018

- Chief Constable Anthony Bangham says the current guidance where drivers can go more than 10 percent over the limit leads drivers to think 'it is OK to speed'
- New rules would mean drivers could be fined for going one mph over the limit
- But Bangham face opposition from police leaders who fear they could not enforce the stricter rules with dwindling resources

Motorists could be fined for driving just 1mph over the speed limit under a zero-tolerance crackdown being considered by police chiefs.

An official review is now under way into the 'buffer zone' that currently protects drivers from punishment if they go slightly too fast.

And the MoS can reveal that the national roads policing chief is strongly in favour of the tougher approach, as he believes the existing leeway gives out the wrong signal and could be contributing to increasing injuries on the roads.

SPEED LIMIT	SPEED DRIVERS ARE PENALISED AT NOW	PROPOSED PENALTIES MAY BE ENFORCED AT
30	35	31
50	57	51
60	68	61
70	79	71

Chief Constable Anthony Bangham says in a new report seen by this newspaper that the guidance leads drivers to think 'it is OK to speed'. He warns colleagues: 'We need to change our messaging and ensure greater consistency of approach when dealing with those who exceed the speed limit.'

But he faces opposition from other police leaders who fear they could not enforce the stricter rules with dwindling resources, and that they would risk losing public support if motorists believed they were being treated as cash cows.

The existing rules set by police chiefs make it clear that enforcement of speed limits must be 'proportionate' and take into account how clear the signs are, what the road 'feels like' and also the accuracy of speed cameras.

Drivers are effectively allowed to speed within a 'buffer zone' – calculated by increasing the speed limit by ten per cent plus 2 mph – before they will be hit with any action.

This means that a motorist could go up to 34 mph with impunity in a built-up area, and as fast as 78 mph on a

motorway.

Anyone caught going marginally above this buffer zone for the first time will be allowed to take a speed awareness course, while repeat offenders will be given a £100 fixed penalty notice and three points on their licence. Those who drive substantially faster will get a court summons and can face far higher fines and even disqualification.

In a paper on roads policing presented to the Chief Constables' Council in April, Mr Bangham – chief constable of West Mercia Police – told how fatalities increased by four per cent in 2016 after years of decline, and admitted the police approach 'appears to be failing'.

He noted that there is widespread public support for tough action against drink-drivers, those who use mobile phones at the wheel and those who do not wear seatbelts – but crackdowns on speeders are 'actively resisted' despite the fact that speeding was a factor in 15 per cent of fatal crashes in 2015.

Drivers are effectively allowed to speed within a 'buffer zone' – calculated by increasing the speed limit by ten per cent plus 2 mph – before they will be hit with any action



Mr Bangham went on: 'The existing speed enforcement guidance (in particular the now publicly stated 10% + 2 allowance) could in fact be encouraging driving at these more dangerous higher speeds rather than the actual speed limits.

'If properly understood and applied, the guidance may provide forces with the necessary flexibility but over time its rigid application and understanding are often misunderstood, with an expectation that the 'norm' is 'it is OK to speed'.' At the meeting, chiefs agreed that the guidelines should be reviewed.

If the buffer zone were completely abolished then motorists could be punished for going just 1mph over the limit even on the fastest roads, leading to an explosion in fines but also in court challenges over the accuracy of speedometers and cameras. Latest Home Office figures show there were a massive 2.1 million speeding offences dealt with by fines or courts in England and Wales in 2016, up from 1.6 million in 2011, generating an estimated £100 million in income for the Government.

Last night, road safety charity Brake said it was 'fully supportive' of Mr Bangham's approach and added: 'The existing speed enforcement guidance, the 10% + 2 rule, gives drivers the impression that travelling above the speed limit is acceptable – it is not.'

The original speed limits:

In 1895, vehicle requirements meant that a flag bearer had to stand in front to alert passers-by. However, this didn't sit well with all motorists, which led to the **first speeding ticket in 1896** after a man from Kent sped 4 times past the national limit of 2mph. The laws changed in 1903 when the maximum limit raised to 30mph.

So what changed?

On Thursday morning June 1964, British rally driver Jack Sears reached 185 mph on the M1 motorway. Tabloids at the time had a field day, citing this as dangerous driving. From 22nd December 1965, the UK government trialed a 70mph limit on all motorways. In 1967 this became an official law. **But was Jack to blame?**

Why do we have speed limits today?

Unless you're cruising down Germany's autobahn, chances are a speed limit is in place. The reason for speed limits, much like speed cameras is the **safety of all road users**. It's obvious but with a controlled speed means a reduction in accidents. The UK speed limit on motorways is 70; 60 if it's an HGV or a car pulling a trailer.

However, a YouGov survey found that **78% of men and women admitted to speeding**. The results suggested that British motorists believe the limit should be raised to 80mph on all motorways. With a law going back 50 years and motorways becoming more crowded, is it time for a change?







Opinions are divided. **The introduction of "smart motorways" could see the limit raised to 80 mph**. The Association of British Drivers argued that faster journeys would produce fewer accidents from tired drivers. On the other hand, upon speed limits raised in some U.S states, vehicle-related deaths had risen.

Hold on, was Jack to blame for the current speed limit?

In short, no. The government introduced the law following several crashes in the preceding months

Many thanks to the 'Mail on Sunday' for letting us reproduce this article

Speed Limits

Type of vehicle	Built-up areas*	Single carriage-ways	Dual carriage-ways	Motorways
	mph (km/h)	mph (km/h)	mph (km/h)	mph (km/h)
 Cars & motorcycles (including car-derived vans up to 2 tonnes maximum laden weight)	30 (48)	60 (96)	70 (112)	70 (112)
 Cars towing caravans or trailers (including car-derived vans and motorcycles)	30 (48)	50 (80)	60 (96)	60 (96)
 Buses, coaches and minibuses (not exceeding 12 metres in overall length)	30 (48)	50 (80)	60 (96)	70 (112)
 Goods vehicles (not exceeding 7.5 tonnes maximum laden weight)	30 (48)	50 (80)	60 (96)	70 [†] (112)
 Goods vehicles (exceeding 7.5 tonnes maximum laden weight) in England and Wales	30 (48)	50 (80)	60 (96)	60 (96)
 Goods vehicles (exceeding 7.5 tonnes maximum laden weight) in Scotland	30 (48)	40 (64)	50 (80)	60 (96)

* The 30 mph limit usually applies to all traffic on all roads with street lighting unless signs show otherwise.

† 60 mph (96 km/h) if articulated or towing a trailer.

UP TO 25% DISCOUNT
FOR VEC MEMBERS

Headline sponsors



VOLVO
ENTHUSIASTS
CLUB

 /lancasterins  @lancaster_ins

LIS.VEC.A5P2017

01480 400 927
www.lancasterinsurance.co.uk



Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority (No. 306164).
For mutual security, calls are recorded and may be monitored for training purposes.

Manchester Classic Car Show 2018 - 15th & 16th September 2018.

Our display at this year's Manchester Classic Car Show, which we have attended every one since it started, was once again one of the biggest displays in the show, with 7 cars and a large Volvo Truck on display.

These were as follows: a 1966 N86 (the only example in the UK) Heavy Recovery Truck, owned by Ken & Ray Walsh of Manchester, a 1997 V90 Estate owned by Julian Woski, a 1954 Volvo PV444 owned by Steve & Cath Cropper, a 2006 Volvo C70 Convertible owned by



Alan & Pat Orgill, a 1985 Volvo 245DL owned by Kevin Price, a 1993 Volvo 480ES owned by Alan & Pat Orgill, 1972 Volvo 144DL owned by Matt Stadden and finally a 1927 Volvo OV4 Pedal Car & Teddy owned by Treena & Kerris Price.

This really is an excellent show which has grown to become one of the best indoor shows in the UK. There was lots to see including a

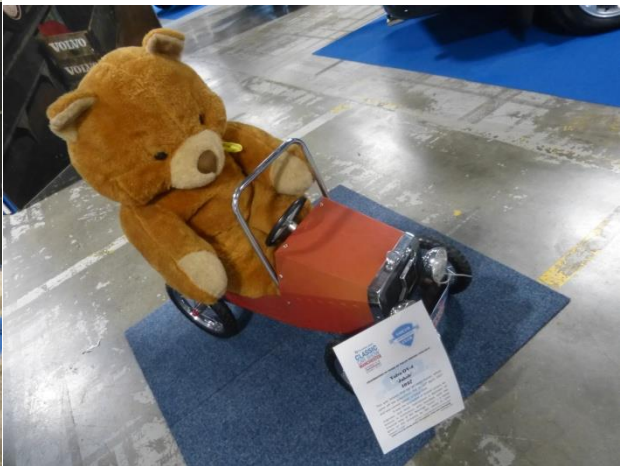
competition Rally Stage outside and lots of cars inside.


Many thanks to all those who helped make it all possible, particularly Show Organiser Andy Ruse and his staff, Ken & Ray Walsh for their support by bringing along their fabulous truck, which caused great interest all weekend and finally all the Members who helped and came along to show their support.

If you would like to take part on our display next year please contact Kevin or Sean asap.

See you all next year for a very special VEC 30th Birthday display







Specialist vehicle
insurance from
people who share
your passion.

rhspecialistinsurance.co.uk

0333 043 3911



From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.

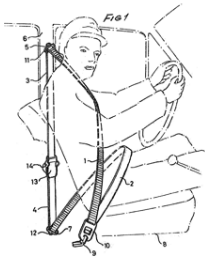
1959 - Volvo Gave Away Their Most Important Invention To Save Lives

It's hard to believe now in this age of lane-departure warning systems and radar-guided automatic braking, but once upon a time, safety in cars was kind of an afterthought. Volvo built their reputation on selling safer cars, but they gave away the most important safety device ever invented: the three-point seat belt.

The universal modern seat belt, created by Volvo engineer Nils Bohlin in 1959. At that time, seat belts were simple two-point waist restraints, and in crashes they often did more harm than good.

Bohlin was a former Saab aviation engineer who worked on ejector seats. He invented a seat belt that fit over the driver's torso as well as his or her lap. The design was first launched in the Nordic market in 1959 on the

Volvo Amazon and Volvo PV544, pictured below. It made its way to the U.S. in 1963.



It was a revolutionary invention, and one that probably could have netted Volvo a fortune on patents alone.

But Volvo didn't do that — they gave the patent away because they decided it was too important to keep to themselves. From the story:

The reason the three-point seatbelt is so widely adopted is actually because Volvo opened up the patent so that any car

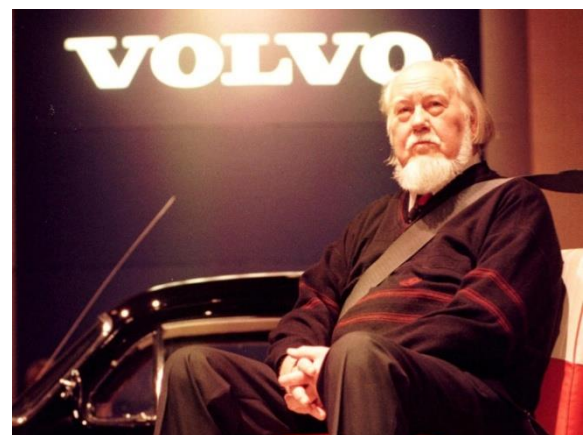
manufacturer could use it in their design. They decided that the invention was so significant, it had more value as a free life saving tool than something to profit from.

Volvo's managing director Alan Dessel is quoted as saying: "The decision to release the three-point seat belt patent was visionary and in line with Volvo's guiding principle of safety."



Bohlin continued to work for Volvo until 1985, pushing for continued safety improvements like side impact protection and rear seat belts. He died in 2002, a few years after receiving a gold medal from the Royal Swedish Academy of Engineering Science and getting inducted into the Automotive Hall of Fame. Four years ago, Volvo said more than a million people worldwide have been saved by his seatbelt design.

So if you've ever had your life saved by a three-point seat belt, you have Bohlin to thank for it, and maybe also Volvo for putting human lives ahead of corporate profits.



Scottish Road Run – May 2018

Allan & Pat Orgill

One of the things that we particularly like about the Volvo Enthusiasts Club is that there are plenty of opportunities for the members to get out and enjoy driving their cars.

In May, our Scottish Representatives, Tim and Frances Rollinson, organised a superb road run through the Scottish Borders, from Moffat to Duns. We decided to make a short breakout of the trip and, having spent a night at Gretna Green, we headed a little further north to meet up with other members



at Moffat. Parking up just opposite the famous Moffat Ram, we were also met by a member



of the local press, who took pictures of the cars to include in a short report on the road run in the local paper.

We were in our XC60 and were joined by Graeme Muir, in his fantastic Amazon, which has been rallying and has represented the club on Classic Car Show stands, Kevin Price, in the ever popular, head turning P1800



‘Saint’ car, and Tim and Frances in their gorgeous, two tone P1800 ES, previously owned by the late Barbara Morris, the 1800 classic rally driver and Volvo Concours winner.

As with every good day out, we started with a coffee stop in Moffat, courtesy of the club, where details of the route were





given out and plans for the day were discussed.

We set off from Moffat along the A708, towards St Mary's Loch. Whilst the weather was not **at its best, it did not**

mar the beautiful scenery en route.

The scenery varied changing from steep valleys to winding, tree lined sections, running alongside the Loch of the Lowes, until we reached St Mary's Loch. We had a short stop here to admire the lovely views.

Our lunch stop was just a few miles further on along the Yarrow Valley, at the Gordon Arms Hotel, a 200



year old coaching Inn. There, we received a warm welcome and a lovely lunch, which was enjoyed by all.

The next part of our journey took us towards Selkirk, starting off again on the A708.

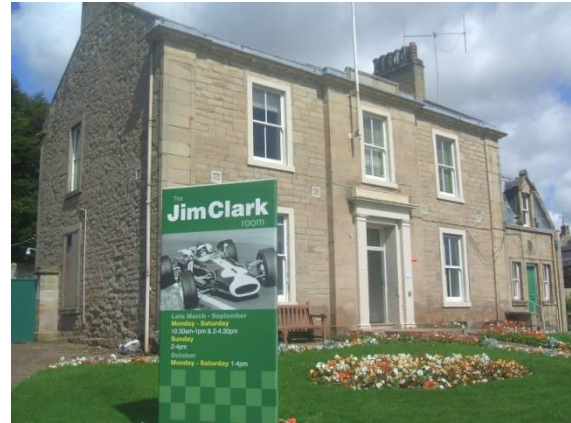
However, we hadn't gone too far when, at Yarrow, Tim turned off on to a tiny, little road, towards Kirkhope. What a spectacular route! There were fantastic views, helped along by



the sun, which had decided, from time to time, to join us. Then on to Selkirk and Duns.



We reached Duns in time to have a good look around the Jim Clark Museum. The memorial room is dedicated to the life and racing career of Jim Clark. Full of trophies, pictures and other memorabilia, it was a fascinating place to visit. At present, the museum is closed for refurbishment. When completed, an extension to the original building will hold more memorabilia and some of Jim Clark's racing cars. Well worth a visit.



Our excellent day's road run was at end. We then

headed across to Dunbar to continue our lovely long weekend in the Scottish Borders.

Pat and Allan Orgill

AMAZON **Z** **CARS**
www.amazoncars.co.uk

VOLVO

PV ◦ Amazon ◦ P1800 ◦ 140 ◦ 164

Original Parts - Specialized Sporting Parts

Thousands of parts are on our shelves

Parts Couriered ◦ Full Workshop Facilities

01379 388400



'Ask Kevin?'

A section in the Club Magazine where Members contact Kevin with their Volvo problems:

1800S Steering Box Adjustment – also covers 120,140,164 & PV
Hi Kevin,

Further to your 'Ask Kevin' in the last issue of the Club Magazine I too have had problems with a knocking sound from the steering on my 1972 1800E.

On inspection I found it to be the Steering Idler and as you correctly noted it was the Metalastic Bush type. When speaking to Simon at Brookhouse he advised me that there is now a conversion to change the Metalastic Bush to a Bearing and grease nipple, as found on the early 1800's. I hope this explanation of how I did the work will be of interest to fellow members. Hope your trip with ST 1 to Holland went well. Mark Barnett

Rebuilding the Steering Idler using the Bearing Conversion

I've enclosed pics of my idler job. Really easy to do. The parts were bought from Brookhouse and all went together as per instructions sent with the parts. Only tools required were a Fly Press, Loctite 648,



degreasing agent, grease gun, and spanners. First job was to Loctite the steel sleeve onto the existing idler bracket.

Next, remove idler arm from the car and press out the old bush from the idler arm. For this a suitable drift was found measuring no more than 29mm. I used a socket.

As you can see from the photos the grease nipple is in line with the arm as I think this is in its best position. This needs to be considered before you press in the new bronze bush. Clean hole in the idler arm and press in the new bronze bush using Loctite although it was a



tight fit.



Next, the steel bush that houses the grease nipple needs Loctite and lining up with the corresponding hole in the bronze bush. Grease nipple was installed again with Loctite. I used a 1mm washer under the nipple so that it pointed the right way. New Nylock nut was tightened up. Job done.

Mark Barnett.





 **Footman James**

CLASSIC VEHICLE RESTORATION SHOW



NOVEMBER 3-4, 2018

THE ROYAL BATH & WEST
SHOWGROUND, SOMERSET, BA4 6QN

GATES OPEN 9.30AM-4PM

HUNDREDS OF CARS
ON DISPLAY

AUCTION

SPECIALIST TRADERS
AND AUTOJUMBLE

OWNERS' CLUBS

CLASSIC CAR PARK

KIT CAR HALL



'CLASSIC
CAR PARK'
DRIVERS
£5 EACH

TICKETS
ON SALE
NOW



BUY IN ADVANCE AND SAVE 20%... ADULTS £8 U16s GO FREE!

VISIT: WWW.BRISTOLCLASSICCARSHOWS.COM CALL: 01507 529529

 /BCCSevents

 @TheClassicCarShows

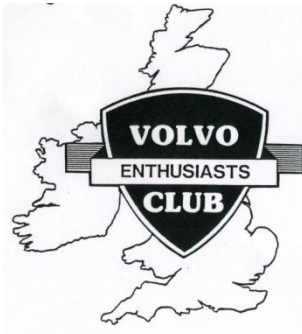
HAYNES
INTERNATIONAL
MOTOR MUSEUM
RESTORATION

CHARTERHOUSE
AUCTIONEERS & VALUERS

Classic
MOTOR
Heritage

CLASSIC
Car Buyer

 **Footman James**



Time Extended to June 2019 by popular request 'The Volvo Enthusiasts Club Reliability Challenge 2018' The 'North Coast 500'

Open now until end of June 2019 – so no excuses!

By popular request we are reintroducing the Volvo Enthusiasts Club Reliability Challenge. This event is open to ALL Volvo owners and can be undertaken in either a classic or modern Volvo, in groups or as a single entry. There is no time limit, only that the 'Challenge' must be undertaken during the specified time – **Now extended to June 2019**. It is not a competition, it is just an opportunity for Volvo owners and enthusiasts to enjoy their cars while undertaking the prescribed route/challenge and therefore prove the reliability of their cars. We appreciate that obviously this year the event takes place solely in the north of Scotland and this is in response to the large numbers you have expressed an interest following the idea of the 'North 500' being posted on **our Facebook Pages – 'Volvo Classics' – 'Volvo Enthusiasts Club UK' and 'Volvo Enthusiasts Club' – Please be aware there are 'others' purporting to be us with 'Volvo Enthusiasts Club' who are not us!! –ALWAYS check for our shield logo on the header, you will then know you are in the right groups!**

'The North Coast 500'

'There's nothing quite like the freedom of the long open road. Never-ending back roads, wide meandering country tracks and beautiful bends through some of Scotland's finest coastal scenery are just a few things you can expect along the [North Coast 500](#). Strap yourself in for the road trip of a lifetime'.

Route Overview

The NC500 starts in the northern city of Inverness, weaves along the west coast to Applecross and then northwards towards the towns of Torridon and Ullapool. From there, you'll venture to some of the most northerly coastal points in Scotland, passing by Caithness and John o' Groats before heading south again through Dingwall and finally back to Inverness. – Visit Scotland has an excellent website which covers the route with an interactive website and map – 'NC500' - <https://www.visitscotland.com/see-do/tours/driving-road-trips/north-coast-500/>

Facts: - **Distance:** 516 miles **Transport:** Any Volvo.

Trip length: at least 5 - 7 days is recommended but not essential.



Classic Customs



**The Complete Classic
Restoration Specialist**

**Full classic restoration to the
highest standard - paintwork,
bodywork repairs, full resprays,
welding, and metal fabrication**



Contact Mark Hull
Classic Customs
Unit 2A
Farfield Works
Birdsgreen,
Alveley
Shropshire
WV15 6LL

Tel: 07791559935 - Email: grippalarge@yahoo.com

**SPECIALIST RESTORATION OF ALL CLASSIC
VOLVO's INCLUDING P1800's, 140's, 850's etc**



FREYA: A PV444 SAGA CONTINUES: PART THREE

Although Freya was now running properly, old cars are never finished, and now began a period of fun and games with the electrics. PV electrics are primitive things, being 6v circuits at amperages you would not find in a 12v car, with all connectors being of the “chocolate block” variety joining quite heavy gauge wiring. A missing sidelight, a rear stop and tail unit that was clearly shorting and working when it felt like it, no number plate lamp and add-on indicators that were dim and almost invisible under the rear bumper were all on the “to do” list, and the original reflectors had come with the car, but needed cleaning up and refitting.

The sidelight turned out to be a wire that had come out of a connector buried below a relay box (yes it does have some relays!) and was an easy fix. You cannot simply go to your local Halfords for PV 6v bulbs, so I ordered a supply from Holden to cover most eventualities. The reflectors were cleaned and painted, and I drilled the new (Vietnamese) stainless bumpers to refit them, studying my PV books and photos for the correct position. At this point I discovered that the stainless



bumpers were one of the hardest materials I have ever drilled. I used to work in the catering equipment industry as a young man and am well used to working in stainless, but this stuff is something else. Fortunately I had learned years ago to re-sharpen twist drills on my bench grinder, and was able to get through the job that way, re-sharpening the cobalt steel bits several times, and

discarding them when I had finished.

An early PV really needs all the help it can get to stay visible, so with the reflectors now on, I re-positioned the add-on small motorcycle-type indicator lamps at the rear above the bumper on the sides of the rear over riders. I had seen this on a PV at the NEC Restoration Show, and thought it looked neat, and Kevin kindly photographed it for me for reference. More laborious drilling of hefty stainless, and rewiring the units to ensure good earths and minimum voltage drop followed, and the front units were done at the same time. I made large ring connectors from flattened copper pipe wall, to fit under the bumper bolts to give good earths, and the units were now noticeably brighter. The rear number plate lamp on '56 cars also provides a small central red tail lamp. Mine was a corroded mess, so some work rebuilding it on the bench with a new chrome tube pedestal made form a shower tube, a new bulb and new wiring restored it to operation.

The stop/tail unit was an old bulb holder, wedged in with cardboard, with half its locating teeth missing. The rear light units on 1956 cars are unique to that model year, and enquiries indicated availability on a par with unicorn droppings. The solution was to make a thin steel holding plate, clamped in place with a self-tapper into the rear of the lamp unit, and to add an additional earth soldered to the unit and secured to the body shell with a ring connector. A new bulb and the

unit worked properly, but only after a loose feed came out of a connector, shorted on the body and blew the 25A fuse, taking out the horn and interior lamp circuits as it went. It took some help from an excellent local auto electrician to realise that one power feed into the fuse box acts as a common power source for all three circuits. We also discovered that the 17mm short 25A fuses used in PVs, which are £3.41 each (plus carriage) from continental PV parts stockists, can be substituted with more readily available “continental” type fuses from Halfords simply by removing the bit of brass in the fuse box which makes up the distance for the shorter fuses. I will be investigating LED bulbs for the tail lamps now that these have become available to further improve brightness.

Electrics aside, the next problem, if I cannot get it to work, will be replacing the defunct vacuum wiper motor. I will try lubricating it with some ATF, but the hissing below the dashboard suggests a more serious leak, and advice from the ever-helpful Harry Hermansson is that these units either work or they don't, and at 62 years old, many are worn out. Mine is currently disconnected from the inlet manifold with the inlet blanked off, as the leak was affecting engine tuning and creating a misfire. Harry is looking for a 6v electric wiper set from a 1957 PV for me, but if he cannot find one, the only alternative will be to create one from parts, with a later 12v motor, running off either a step-up transformer, or a separate 12v motorcycle battery. This would be a lot of work, as the wiper spindles are 83cm apart, far more than on later cars, and the wipers have a “clap hands” action, parking in the “clap” position. It would however allow me to also run a much-needed fog warning lamp at the rear to make Freya a lot more visible if we get caught in bad weather, and I might even get two-speed wipers – luxury!

All this work aside, Freya made her show debut in June at our local North West Casual Classics annual show at Hale Carnival, and later partnered Kevin's famous “Saint” P1800 at a show in aid of North West Cancer Research at Lydiate in Lancashire, and she has also been to the Frodsham Carnival

and a club show. She has been much admired and photographed at all these events, and many spectators seem to have difficulty in accepting that Freya is a Volvo. Volvos which look like 40's cars from a gangster movie are clearly beyond their experience. We have much still to do to bring her up to our standards, but we have made a good beginning. We have recently started replacing chrome items with new, and are planning to have the cracked steering wheel refurbished and strip and clean the floor pans and fit new rubber mats this winter, and will take the work in phases as we can afford to do it. I am still amazed at how tough and well-made these characterful little cars are. Freya will be at the Northern Classic car Show in Manchester in September, and the Classic Car Show at the NEC in November, so do drop by and say hello.

Steve Cropper, VEC NW Area Rep



VOLVO

Check out
our website
www.crvolvo.com

THE Alternative to a Dealer!

A competent professional service at rates well below Main Dealer Free local Collection & Delivery and Loan Cars by appointment

We have VIDA, the complete official VOLVO diagnostic and information system for all models up to present date.

Servicing, MOT and repairs of all models and legitimate servicing of vehicles still in warranty

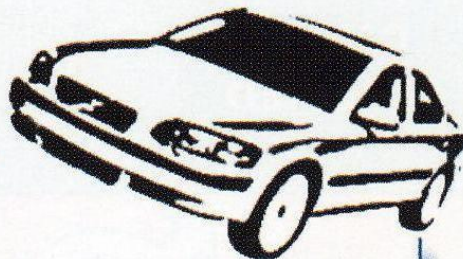
Electrical and Fuel Injection Tuning and online software upgrades

NEW
RICA
ePower

Approved dealers for RICA and BSR Chip Tuning
New Rica ePower software upgrades available
for improved economy and reduced emissions.
Call for details

Call Peter or June for a chat
about your requirements

Tel: 01293 863535



CHARLWOODVOLVO

INDEPENDENT VOLVO SPECIALIST

www.crvolvo.com

4 Charlwood Place, Norwood Hill Road, Charlwood, Surrey, RH6 0EB

The English Riviera Classic Car Show 2018 – 22nd July, 2018.

The Volvo Enthusiasts Club wins 'Best Club Display'

The English Riviera Classic Car Show is held each year on the seafront at Paignton, Devon and coincides with the towns Carnival Week.

Organised by Torbay Old Wheels Club it is one of the most popular and best supported shows in the region, making the most of its unique and beautiful location. Torbay Old Wheels this year donated £6,250 to local charities, an amazing amount of money.

Our Club display organised by Terry &



Lisa Court followed the theme of a beach scene, complete with backdrop and full size Punch & Judy theatre - 'Volvo by the Sea'!

Cars on display were Kevin's famous and headlined attendee ST 1 the 'original' TV Saint Car, Matt Stadden's 1966 Volvo 121, Peter Lloyd's 1995 480 Celebration, Kevin Price's 1985 245DL Estate and Richard Smallwood's 1966 Volvo 121.

Congratulations to all those who worked so hard to make the display a great success and winner of 'Best Club Stand Award. Looking forward to seeing you all again next year.



Peel Common Showroom

73-75 Newgate Lane, Fareham, Hants PO14 1BG
Telephone : 01329 661734 Mobile : 07768895200
www.peelcommonshowroom.co.uk



Founded in 1981 by the owner Phil Lawden, we specialise in the supply of good quality, value for money, used Volvos. We appreciate buying a car is a major purchase and we strive to make it a pleasurable experience. So please, contact us today to discuss your requirements and we will endeavour to meet your needs.

VOLVOS

- 2015 XC60 D5 AWD Auto SE Lux; 65 reg; 14,000 miles; dark blue bodywork; lovely condition £23,950
- 2014 V60 2.0 Diesel, Manual 6 speed; 64 reg; blue bodywork, 54,000 miles, one owner; superb car £13,450
- 2014 V40 XC 1.6 SE Lux Diesel Auto; gold bodywork, two tone leather trim; one owner, 12,000 Miles £13,995
- 2013 V70 1984cc Diesel D3 SE Manual 6 speed; 13 reg; black bodywork & leather trim; 60,000 Miles £11,995
- 2103 V40 1.6 Diesel, Manual 6 speed; 13 reg; one owner, lovely condition, drives superbly, 34,000 Miles £10,695
- 2010 XC90 2.4 D5 Manual 6 speed; 59 reg; 7 seats; 66,000 miles; full service history; factory fitted sunroof; bluetooth telephone and sat nav £10,495
- 2010 C30 2.0 Diesel, Manual 6 speed; 10 reg £5,450
- 2009 V50 2.0 Diesel, Manual 6 speed; 59 reg £7,495
- 2008 V70 D5 Diesel Auto; 58 reg; lovely condition £7,750
- 2007 V70 D5 Diesel Manual 6 speed; 07 reg: very nice drive £5,995
- 2008 S40 2.0 Diesel Manual; 57 reg; new clutch recently fitted £3,995
- 2005 XC90 2.4 Diesel Auto; 55 reg; lovely car for its age; seven seater; fitted towbar £6,995

SPECIAL FINDS

- 1993 Mercedes Benz 230 TE Auto Estate, Petrol, K reg; 7 seater conversion kit; 2 owners, 65,000 miles £3,995
- 2006 Volvo V70 2.4 Diesel Auto Estate 56 reg; demonstrator plus one elderly owner; ONLY 41,000 miles £6,750
- 2009 Volvo C30 1.6 Diesel e-drive Manual 6 speed; 59 reg; one owner, 24,000 miles only £6,995
- 2007 Porsche Cayman Auto, 07 reg; silver bodywork; 24,000 miles £18,750
- 2009 Porsche Boxster, Manual; black bodywork; 75,000 miles £15,750
- 2003 Mercedes C Class, 1.8 Coupe SE Auto; 50,000 miles only £2,650



**ALL MAKES CONSIDERED FOR PART EXCHANGE; FINANCE
ARRANGED, MEMBER OF RMI
ALL CARS FULLY GUARANTEED & SERVICED PRIOR TO DELIVERY,
WITH NEW MOT, IF NECESSARY**



Fleetwood Festival of Transport & Tram Sunday – 15th July, 2018.

Volvo Enthusiasts Club Wins – ‘Runner Up - Best Club Display’

Mid July and this time beautiful sunshine, we once again saw the Volvo Enthusiasts Club at the fantastic free event of Tram Sunday, where the whole of Fleetwood main streets are closed for the annual Festival of Transport.

As in previous years our Club display position was opposite the North



Euston Hotel with the backdrop of the fabulous scenery of Morecombe Bay and Cumbria in the distance.



Our display this year featured 3

1800's made up of a 1962 P1800 (ST 1) – Kevin Price, a 1963 P1800S Russ Walker and a 1972 1800E (rare Type W) – Mark Barnett. Joining these were a 1995 940 – Steve & Cath Cropper and 1993 480ES Allan Orgill plus a late 244 owned by a member of the

Volvo Owners Club who was invited to join us and our display.

With fantastic weather this really was a great day and the Volvo Enthusiasts Club was awarded ‘Runner Up Best Club Display’, Kevin collecting the award from the Mayor.

A great day out, if you have never been its worth a visit.





Volvo's - Spotted in the Movies:

A new section in our Club Magazine where we ask Members to look for Volvo's seen or featured in the Movies or on TV:-

This Magazine – Volvo 1800S in 'Carry On at your Convenience'

An early Volvo 1800S parked outside the factory gates of 'WC Boggs & Co', the sanitary ware factory run by Mr Boggs (Kenneth Williams). The factory is no more than the very lightly disguised workshops on the Pinewood lot at Iver Heath in Buckinghamshire. This 1800 appears in several other Pinewood made films. Did owner work there?



Members For Sale & Wants:

Volvo 1800S Estate Prototype 1967: A very rare opportunity to purchase what is believed to be a unique prototype 1800S Estate. Manufacturer unknown but suggestions include Abbots of Farnham. 1800 is the same model used for other 2 Estate Prototypes and is very near their Chassis No's. In need of a total restoration due to storage in field for many years. Some parts have been restored by previous owner and comes with the car plus a spare complete B18B Engine is included with vehicle as original was stripped on purchase and no Cyl Block came with car but may be still available – Not for the faint hearted, is what is but would make a very valuable and unique Volvo 1800 Estate when restored. Photographs available and viewing by serious buyers only – no time wasters. £3000 ono For further information Tel: 07846713445



Wanted: Jensen wheel trim, lost on a Sunday run, has anyone got a spare one (condition not too important).

keith_r_f@hotmail.com

For Sale – Early style 145 Front Wing Badge - David Rhodes - davidrhodes2019@btinternet.com

Wanted for early Jensen P1800 one solid red rear light lens (Lucas L671). Buy or exchange for spares I have. Chris Tye 01373 812331 or 07968 877456 chris.tye47@btinternet.com

Wanted - 140 fuel tank sender unit, must be working. Preferably 1968 model, but willing to try others for a 140. John Bailey (Shropshire) j_c_bailey@yahoo.co.uk

Volvo S70 T5 - P Reg Saloon: Very rare manual gearbox model in vgc condition. Olive green pearl, with grey leather interior. Very quick! Comes with 12 months MOT, £1275.00 ono. Further details- Tel: 07401325988 West Midlands

VOLVO 960 AUTO ESTATE (1991) in DARK GREY COLOUR This car is a Non runner, but Ideal for breaking for parts. Based in the HERTFORDSHIRE area. £200.00 Contact: Alan Marsh - 07850 292686 E-mail: ak.marsh@outlook.com

For Sale Volvo 850 T5 Estate Automatic, One previous owner, 103,400 miles, Mot exp. 11.3.19 FSH Very clean car call or email for further details. £1850.00 ONO. Giles Horsell – Email: gileshorsell@gmail.com or Mobile: 07795186600 West Sussex

VOLVO 480 ES 1990 1.7 litre fuel injection with catalytic converter. 43,000 miles. Polar white body with sun-roof and pop-up headlights. One owner since new. Always garaged.

Regularly serviced. M.O.T. until AUG18. Original marketing and owner's documentation.

Mint condition. Rear seats rarely used. Non-smoker. All original keys. £4,250. Contact Ron

lami@scorpio864.plus.com Greater London



Volvo 850 T5R Saloon – Very Rare - Genuine Volvo 850 T5-R Auto 1995 M saloon (one of 2000 produced for the Touring Car racing class Volvo needed to produce so they could enter). This is denoted by the original 5 spoke Titan alloys and special badge on the boot. Not to be confused with the later T5R which had the seven spoke alloys. I've owned the car for the last 8 and in that time done very little mileage. As a guide I had the wheels refurbed 6 years ago and had new Pirelli

will be required. Generally a good car but a few issues as with any 23 year old car and I've been as honest as I can but any genuine Volvo fan will no doubt see the good and bad points in the car. The car is based in Hertford, free to view. Offers around £6k Darren Skidmore darren@skidmores.co.uk Mobile 07773 333 123

For Sale, 1975 Julia Super Nuova 1300cc, Original condition, original motor, no rust. Twin Solex carbs recently overhauled, new tires. Very good overall condition. Asking price 16000eur. The car is located in Greece. Buyer assumes transportation expenses. Send your inquires to simongimas@yahoo.com, mobile +30-6979390753. Thanks

1965 Amazon for sale, asking price 16000eur, restored to original condition or so. No rust with a 2000cc engine complete overhauled. The price includes two 1800cc engines and two 4-speed transmissions in working order. A number of various other parts are also included in the price. Buyer assumes the cost of transportation. Announcement is placed at your site. Send your inquires to simongimas@yahoo.com, mobile +30-6979390753. Thanks, Simeon

Wanted, good home for much loved 1993 red Torslanda Estate, 2 litre, one owner, 188,000 miles, MOT until December 2018. In need of remedial work. Price £500. Telephone no 01925755295

Volvo Estate 940 2L 1992 Petrol. Very Good Condition Overall. Superb Silver body and Beautiful Black Leather Seats. Manual overdrive. 26Yrs Young needs to go to good home. Electrics need a bit of attention but well worth the effort for this bargain buy. £450 or any offers considered. Riga Terrace, Laira, Plymouth, Devon PL3 6BU. Robbie Porter 01752704834(evenings). 07926953683(mobile)

Wanted: 1800E I am looking for a late 1800E manual overdrive for partial or full restoration. Please Contact Andrew Selleck at email: ad.selleck@btinternet.com

For Sale: 1963 P1800 Rare Jensen model This car was purchased in 2005 as a restoration project which was completed over the next couple of years, this included both body work and mechanics being brought to an everyday use standard, essentials working and safe! Since 2015 I have spent in excess of £15,000 to make the car very presentable with new leather upholstery and very tidy under the bonnet. It is not a concourse car but I use it most days in the summer and dry store in the winter. I had a recent valuation from the club of £28,000 stating that there are only approximately 25 of these cars on the road in the U.K. Asking price £20,000 o.v.n.o. The car is in West Yorkshire, you can contact me on 07872824742 Chris Pell.



Volvo 240 Auto 1991.FSH. White. £3800 ono. Phil Morgon Tel: 0777837133. Email philmorgon1@hotmail.co.uk Stoke on Trent

Volvo 1800E 1972 FOR SALE in USA : 1972 VOLVO 1800E - US\$27,544 This 1972 1800E is an exceptional car. It was purchased new in Hollywood and has always been in southern California. The car is in excellent condition in every way. It has a 4 speed with overdrive transmission and is totally stock. The paint from the 1990s is still like new. For much of its life it has been garaged and covered. It is in perfectly roadworthy condition and can be driven anywhere and gets noticed everywhere. It has an interesting history and I have its service and ownership records. The car is located in San Diego USA



Gregg Morris grmorris@shaw.ca

Volvo C70 Coupe Automatic, 2436cc, 1999 V Reg, 106K miles, olive green metallic, beige leather, 1 previous owner, MOT expires November 2018. Nice example of Mk 1 C70 in 2.4 (non turbo). Specification includes full leather, automatic transmission, electric windows, cruise control, air conditioning, 12 spoke alloys and Radio/Cassette/CD Changer system. m. With MOT to November 2018, in good working order, with comprehensive service history including stamps from new, and actual service documents from 2015 to present day. Selling due to change in job and hence looking to find this car a good new home. Viewings and test drive very welcome **Price: £1000 ONO Contact: Mike Plummer Mobile 07584619023.** I am a Private Seller – so this vehicle is advertised “sold as seen” with no warranty implied or given. **Area – Woking, Surrey**

For sale a Volvo S40 that has always been a very reliable car. The car has been off the road for 2yrs., but will be an easy, cheap restoration project. All she needs is a thorough service, a good clean and a respray. This will give you a S40 with a full electrics spec, a full leather spec, air con, electric sunroof and CD changer. She has always driven as smooth as any on the road and served us very well. We would like to see her back on the road in all her glory again. We are asking £300 for her to the right buyer. sm.malbon@outlook.com

1800 Parts Wanted: Alloy internal door handle, 2 Spoke steering wheel. Can you help? fakesnake@talktalk.net

Wanted set of 5.5 Wide Wheels for 1969 1800S. Contact: grahamfield25@hotmail.com

Volvo B16 Parts For Sale: B16 Cylinder Head – sandblasted, cleaned, inspected, ready to fit. Also B16 Head, needs servicing. Inlet manifold spacers to replace SU Carbs and fit Solex or Webbers. Probably much more B16 Parts 3 Speed Gearbox. Also 4 Speed Gearbox converted B18 to fit B16 (Rare). Tel: 01934 834732 or email cm51blue@gmail.com

Pair of P1800 doors in very good condition and unmolested from Californian car. Offside is straight and completely rust free. Nearside is straight and rust free except for a couple of garden pea sized holes on bottom inner edge. £660 the pair. Light blue interior parts for 4 door 120, 1966. Includes one pair of front seat cushions, 4 door cards, pair B post panels, rear upright seat. £28 the lot. 0787118 5460 Rob Johnson robwh.johnson@gmail.com Lapworth

For Sale - Volvo 940GLE Estate 1991/2: Contact: hamish.north@tiscali.co.uk Scotland

ITEM FOR SALE OR WANTED for Club Newsletter should be sent to Kevin the Magazine Editor, via email: kevinprice.vec@btinternet.com or to his usual postal address – Listings will be removed after 3 months.



Cherished Vehicle Insurance

Classic Volvo Insurance for VEC members



- ✔ **20% discount** for Volvo Enthusiasts Club members.*
- ✔ **Limited mileage** and **multi-vehicle** policies available.
- ✔ **Free DNA+** protection kit with each policy.
- ✔ **Simple and free** agreed value service.

*Subject to minimum premium and normal underwriting criteria. Terms and conditions may apply. Please ask for details.



0333 003 8162

www.cherishedvehicleinsurance.co.uk



Calls to 0333 numbers are charged at 'normal' rates from landlines. They are also normally included in call allowances on mobiles.

Cherished Vehicle Insurance is a trading name of K. Drewe Insurance Brokers Limited who are authorised and regulated by the Financial Conduct Authority. Registered in England No. 00743268, Registered Office: 14 Load Street, Bowdley, Worcestershire DY12 2AE. CVI 083 06/14

BROOKHOUSE PARTS LIMITED

Visit our online
WEB SHOP
www.classicvolvoparts.co.uk



CLASSIC
VOLVO PARTS

BROOKHOUSE VOLVO is proud to have supplied Kevin Price parts for the restoration of ST1

Unit 16, Brookhouse Business Park, Hadleigh Road Industrial Estate, Ipswich IP2 0EF

Tel: 01473 218806 Fax: 01473 225549

website: www.classicvolvoparts.co.uk email: brookvolvo@btconnect.com