

SPRING 2017
ROLLING ON
The Magazine of The Volvo Enthusiasts Club
COMMITTEE MEMBERS

Charman/Interim Coordinator
Finance Officer
Secretary
Membership Secretary
IT Officer
Committee Member
Committee Member
Committee Member/DVLA Contact
Committee Member

Tony Whitton
Colin Hughes
Gillian Whitton
Dai Brace
Robert Whitton
Roger Parish
Stuart Mills
Colin Atkinson
Pauline Atkinson

Series Advsors

PV - Roger Parish
1800 - Tony Whitton
200 - Mike Brace
400 - Could you take this on?
850/V70 - Stu Mills

120 - Robert Whitton
140/160 - Matt Brace
300 - Dai Brace
700/900 - Colin Hughes
Modified - Volunteers?

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

Area Representatives

Northern Area - David MacKenzie
Southern Area - David Foxley,
Eastern Area - Gillian Whitton, Nelson Farmhouse, Witnesham, IP6 9BF
Midlands - Volunteers for this position please contact Tony Whitton
Wales/West - Can you fill this position? Contact Tony Whitton
South-West - Contact Tony Whitton if you think you could fill this position.

Magazine Editor: Gillian Whitton – editor@volvoenthusiastsclub.org

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NEC photos taken by Chris Wickers

TONY TALKING - A message from the Chairman/Interim Coordinator

Following the meeting held at Northampton on 5th March 2017, you will find a number of pages in the magazine taken up with the results of the days' proceedings and results. **But** at least we are back up to the full 40 page issue that you **should** be receiving since we don't have any additional paperwork that has to accompany this one!

The NEC PCCCR Show has come and gone and, if you were one of the many who attended, you will have seen the red 1967 123GT rebuild taking shape on the Volvo Owners Club stand 8-215, where we were all wearing our VOC hats. My green 1968 123GT was also there to provide a pattern for the rebuilding of the red GT - and of which we made full use numerous times!

Robert Whitton had finished his 1966 Amazon (221) Estate (from the late Chris Hart of Putney collection). Now with Ferrari Diablo Grey metallic paintwork, the "Grey Lady" attracted a lot of approving comment and, reportedly, ran superbly on the longest journey it had made in about ten years!

Grateful thanks must go to the fantastic team that worked solidly over the three days - Roger Parish, John Kemp, Simon Richardson of Brookhouse Volvo and his son-in-law Lewis, Peter Ragg, David MacKenzie and my own son, Robert. We had a great time getting in each others' way - and we all worked together well - thank you guys for all your help, it was much appreciated.

It's been many years (1992) since I rebuilt the 1962 Jensen P1800 that I eventually sold back to Volvo in 1996 and, bizarrely, that was also on the VOC stand after the VEC rug got pulled then too – funny how history can repeat itself.

I will be taking three of my cars up to join VT (Volvo Tuning) at Rockingham Raceway on 25th April when they take over the track for a 90th Birthday Bash for Volvo, I've had to rope in another driver for the 1800S but will be driving the 123GT myself, while Gillian will be enjoying the chance to take a long drive in her beloved 262C; I keep telling her she could drive it more often if she would wash it herself... and the "Grey Lady" will also be taking part.

As the show season is now gathering momentum, don't forget to check out the events page and see what is out there for you, either to enter your own Volvo or to come along and enjoy a day with fellow Classic Car fiends. If you have a favourite local show coming up, do let us know so that we can add it to the list and let other members have the chance to check it out.

Do, also, check out the RH Insurance offer of £25 to add cover for your trailer (if you have one), it really is a great offer and trailers are so often forgotten until something happens and you are left with a big repair, or replacement, bill.

IMPORTANT - TO ALL MEMBERS

As a member of the Volvo Enthusiasts Club, you may have become aware of a dispute which brings into focus how our club is run, how our club is represented and how our club is funded.

Unfortunately, in late 2016, there was a 'falling out' between those involved in the running of the club.

In order to resolve the issues that have arisen, a meeting of the members was called (with notice being sent to all members), which was held on 5 March 2017.

For the purpose of transparency and following the meeting held in March, we felt it important to ensure the facts of the debates and concluding actions were presented to you in order for you to draw your own conclusions and for you to be informed.

We remain open and welcome any questions you may have and how we are working to resolve the dispute.

Here we are publishing four documents which detail why we remain committed to this cause and to drive to settlement and resolution.

First and foremost we believe in the principle that our club is a club for members, run by members and owned by members.

THE FINER DETAIL OF NOVEMBER-GATE

When Kevin Price resigned from The Volvo Enthusiasts Club on 13th November 2016 he used his original mission statement to “restart” the Club. **This action has not changed the status of VEC/VEC2010 as Kevin had no authority to make any decisions or alterations within any form of the VEC, its insurances or show assets and later confirmed by a document that came to light in February 2017 - provided by Kevin himself - that shows his founder status had been lost when he got married.** The **Founder Status Document** can be seen on Page 8.

The 1995 document referred to above had never been brought to the attention of the membership for ratification and came as a complete surprise when it was presented to substantiate his claim to ownership of the Club.

Along with the original mission statement all monies and Club assets are claimed as the sole property of Kevin Price, the assets certainly include the special tools donated by Volvo over the years and, we also believe, the BTCC 850 T-5R estate. All are claimed to belong to Kevin himself and not the Club. The **original mission statement** is reprinted on Page 9.

No members meetings have been held since 1989, other than that called by Colin Hughes in 2010 to organise the way forward after Kevin stood down and asked him to take over the running of the Club. Colin was discouraged from arranging any subsequent meetings.

Accounts for the Club had never been submitted or published for the membership to see until the 5th March 2017 meeting held at Sunley Conference Centre, Northampton where the resolutions detailed in the **Explanation Statement** on Page 7 were voted upon and carried almost unanimously.

From the time that Kevin Price “restarted” the club until the present, all access to the **website or 2017 membership database** has been denied to the rightful officials of The Volvo Enthusiasts Club, the **Public Liability Insurance** has been misappropriated for the “restarted” club and the Club stand at the PCCCR Show at the NEC was also misappropriated. Requests were made to Trevor Ashley for alterations to the website to be reverted and for the appalling banner headline to be removed - it must be a very uncomfortable welcome to any visitors. Dave Stadden was asked to prepare to handover the membership database to an approved Club official or DX courier, as yet he has not complied. **A complaint is being raised with the insurance ombudsman that Peter Best Insurance has refused to recognise the wishes of the Volvo Enthusiasts Club membership.**

Your fellow members are working hard to restore *your* rights and return the Club to its rightful state as :-

A Club for Members, run by Members, owned by Members.

Editors Note: Tony’s passion for the Club is only eclipsed by his love of Classic Volvos and, in that light, he would never wish his actions to bring the Club into disrepute. His determination to ensure that The Volvo Enthusiasts Club retains its member run status is upheld, which has been the case since 2009 and is carried forward in a totally transparent light, answerable only to the membership.

EXPLANATION STATEMENT

Unfortunately, in late 2016, there was a 'falling out' between those involved in the running of the club.

In order to resolve the issues that had arisen, a Meeting of the members was called (with notice being sent to all members), which was held on 5 March 2017.

At the meeting the following resolutions were passed by the members:

1. That on 13 November 2016, Kevin Price did resign as Founder Member, Honorary President and all other roles within VEC ('the Club'), including his being a member.

As a result of his resignation, Kevin Price no longer has any interest or standing in the running of the Club.

2. That by resigning from the Club on 13 November 2016, Kevin Price must return any property belonging to the Club, including money, that are currently in his possession, or possession of another under his instruction.
3. That Tony Whitton be recognised as interim Coordinator of the Club following the decision of Colin Hughes to step down with effect from January 2017.
4. That the Club shall now move to appoint a new Chairman and Committee.

The following members were elected to the positions specified below:

Position	Name
Chairman/Interim Coordinator	Tony Whitton
Finance Officer	Colin Hughes
Secretary	Gillian Whitton
Membership Secretary	Dai Brace
IT Officer	Robert Whitton
Committee Members	Roger Parish, Stuart Mills, Colin Atkinson, Pauline Atkinson

Therefore, should you have any queries relating to your membership of the club, or about any club matters, please contact Tony Whitton, by email at: chairman@volvoenthusiastsclub.org or by telephone on: 07970944803.

Volvo Enthusiasts Club

We the founder Members of the Volvo Enthusiasts Club hereby today, agree the following changes to the Clubs founding status:

- 1/ In the event of the death of any of the Founders listed below, their interests in the above Club will pass to the surviving Founders.
- 2/ Should any of the Founders decide that they no longer wish to continue their Founder Status, their interests will pass to the other Founders.
- 3/ In the event of any Founder getting married, their interests will pass to the surviving Founders in order to protect the Clubs assets.
- 4/ In the event of the Club being dissolved, the assets of the Club will be divided between the surviving Founders. Should no Founders survive at this time all assets will be next of kin of the last Survivor.

It is also declared that from this day any collection, now or in the future, of Volvo Vehicles, literature, spares etc purchased by the 'Original Founder' - Kevin Price will become from the assets of the Club. They will at all times remain for his use during his lifetime but will on his death become the full responsibility of the Clubs Founders. Should no 'Founder' or next of kin survive, the collection will be donated to the National Motor Museum.


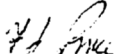
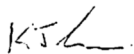
Execution By Individuals:

This is agreed and signed, this day, 21st August 1995

Founder
Signature

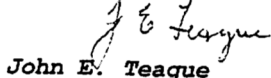
Founder
Signature

Founder
Signature



Kevin Price Frederick Price Christina Stadden

Signed as a deed in the presence of:


John E. Teague



Established

VOLVO ENTHUSIASTS CLUB

The only club specifically for the classic VOLVO

VOLVO ENTHUSIASTS CLUB MISSION and CLUBS GENERAL POLICY STATEMENT

The Club was founded in 1989 by Kevin Price and is here after referred to as the Founder Chairman. The Name of Club and all its assets remain entirely in the control and ownership of the Founder Chairman. The Club is entirely independent and is not supported in any way by any commercial body.

1. AIMS and OBJECTIVES of the CLUB.

To promote the use of, maintenance and restoration of all VOLVO cars, coaches and commercial vehicles in excess of 15 years of age for the interest and pleasure of the members. This date to be a rolling date which will be held under constant review. Out of production Models will now also be eligible for Membership.

2. MEMBERSHIP

Membership is open to all persons approved by the Founder Chairman with an interest in the older Volvos after submitting the appropriate membership form and joining fee. Membership will operate from the 1 st January to 31 st December each year. Membership not renewed by 31 st March will be regarded as lapsed and the appropriate joining fee will be payable to renew membership. Reduced membership rates will apply for new members joining after 31 st August in any year.

Any refusal or termination of membership is subject to an appeal procedure in which the refused / terminated member may appeal to the members of the Administration and in which case the majority view will prevail.

3 EQUAL OPPORTUNITIES

The Club has Equal Opportunities Policy and in all its dealings will be Non Discriminatory to all Members regardless of race, religion, colour, sexual orientation, gender or to people with disabilities. All events, activities and choice of venue will be so organised as to ensure maximum access and equal opportunities and enjoyment for all.

4 BENEFITS.

The Clubs main event is the International Gathering held on the first Sunday in July each at a changing venue in central England . As with local events the judging for the majority of awards are voted for by the members and any specialist presentation is at the discretion of the Founder Chairman and the members of the Club Administration.

The Club publishes a bi-monthly newsletter, to keep members informed of Club events and articles relating to all aspects of the Classic Car movement, organises days out to points of general interest, social meetings, attends classic car shows involving members and their cars, displays at all major national events to promote the Club, offers a competitive spares service and location service for rare and unusual parts, provides technical advice via a team of Technical Co-ordinators, offers a motor insurance service linked to a major established classic car insurer at competitive rates and provides a vehicle valuation service for insurance purpose.

5 USE of CLUB NAME and PUBLISHED MATERIAL

The use of the Club Name nor any of its published material shall be used by any persons for what ever reason without the expressed approval in writing of the Founder Chairman. Any deviation from this policy will result in instant termination of membership.

5A COPYRIGHT - PLEASE NOTE:

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Volvo Enthusiasts Club, 127 Kidderminster Road, Bewdley, Worcs. DY12 1JE

6 INFORMATION

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

7 CLUB ORGANISATION

The organisation of the Club and appointment of Officials shall be at the sole discretion of the Founder Chairman. Reasonable and approved expenses will be paid to Club Officials for the organisation of events provided approval is obtained prior said to the event.

There being no A.G.M. accounts will not be available to members but will remain the responsibility of the Founder Chairman and the Clubs Financial Advisor to ensure financial best practice.

8 CLUB RECORDS.

The Club is subject to the Data Protection Legislation and therefore to comply with these requirements and to protect the members, information contained in the Club records will not

be disclosed to any person or organisation for whatever reason.

Kevin Price.
Founder/Chairman

The Mission Statement, above and previous page, from the early 1990's has now been replaced with the new Mission Statement and Policy Document sent to you with the last magazine, which now sets out the future manner in which the Club will conduct all activities relating to the handling of membership details and financial aspects.

At no time in the past seven years has any members details been passed on to a third party and it is totally against Club policy to do so in the future. Please rest assured that your details are completely safe and used purely for sending out the Club magazine, membership cards or for contacting you if and when necessary relating to Club business.

The Founder Status Document shown on Page 7 and which had never been seen by any member other than those involved in its drawing up and witnessing, has been voided by way of death in the cases of Fred Price and Christina Stadden, but also through the marriage of Kevin Price. Since the Club has not been wound up, Matt Stadden does not have any hereditary rights within the Club.

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WHERE DID IT ALL START?

Contributor: Dai Brace

Why do you have so many Volvos?

I get asked this question all too often and it is always hard to answer. Most asking the question would never understand the answer and are only asking to try and mock me. I usually reply with "I just do" and skip around the question partly because I don't really know why I have built such a big collection. I know it's not normal to have around 30 Volvo's but there is nothing wrong with it either. (I've come to regard it as normal... isn't it? Ed.)

So how did the collection start? I had not been massively interested in cars as young kid, where as my brother was a car nut. My dad had always had 140's and 240's, to me at the time they were just the family car. Even helping to build the pickup did not fire my passion for cars but going to some of the car shows did. I began to get interested in some of the custom cars that we would see at some of the hot rod and custom shows. I had been going to shows each year since the age of 8 including Volvo and custom car events. It was at the age of 13 I found **My** car passion doing some custom body work on a Beetle! I started looking at my dads Amazon and could see how with small changes it could be a real looker. With suspension and exhaust changes the car had already shown it could outperform the hot hatches of the day so what could be a better car to start with? 1950's body style with 1990's running gear from the factory.

The following summer I went to work for Rein at Charlton Road Autospare who had been giving us lots of advice on how to improve the Amazon. I picked up massive amounts of information from Rein and found him well worth listening too and all that information is stored in my mind and I have been be able to develop the information to suit other needs. My reward for my summer of work for Rein was a battered 1970 133 making me a very happy Amazon owner.

Over the next couple of years I was still just a one Amazon guy but on starting a job at 16 that was about to change. I was not one to spend my money but save it, that was until I spotted a project Amazon in the local free ads paper, and then another one and another and another. The cars mostly had been victims of poor restorations causing major rust issues that would be beyond most. Buying these cars at that stage was just to save them, many would have broken them for spares but I wanted to keep them whole so one day they could be saved. Upon hearing of an Amazon or P1800 that had been scrapped and crushed it would make me feel rather sad and sickened just as if a person had died. To give you an idea how much I care for the cars I was with my dad in his Amazon towing a 240 estate, the estate being heavy at the back could not get quite enough nose weight on the trailer we had, making it not as stable as it could be. At the top of a local steep hill it started to snake and for a moment it felt like it was not going to go well, I had no concern for my own safety but was frightened the Amazon would be damaged! Yes more worried about the car than myself.

It was not until 2003 that I came to own a car younger than me, a 198 340 1.7 for my partner as a first car. It was a £25 bargain from the local F&D dealer as they had lost the key, a phone call to Volvo and I had a new key in my hands to drive the car away. They were shocked that I could even get a new key for an old car. The problem I did find with this car was worn out sloppy ride and no up rated parts available. I had to use all my contacts that had been making Amazon parts for me to make things for the 300 series. I soon found a lot of other 300 series owners also wanted the same things and before long I found myself selling more parts for the 300 series than Amazons!

One morning my partner phones me "I have crashed the car" and my reply "is the car ok do you think it can be fixed?" I'm sure you can imagine the abuse I received for not checking she was ok before asking about the car! In my mind if she phoned me then she should have been ok. I made the same mistake a few years later when she crashed her 240!

As much as I like the other older models I don't love them the way I do the Amazon and to an extent the 1800. I could never imagine life without a few Amazons in it. I have a B16 car to tick off an early one, I have some late 130's to tick off the other end and I have a few estates but none of them are quite good enough. I have a couple of custom projects in the making as I do like both original and modified cars.

Back to the original question "why so many Volvos?" - and in all fairness I think the answer is that I have an addiction

VEC2010 FORTHCOMING EVENTS

May 2nd – Gawsworth Hall Classic Car Show, www.gawsworthhall.com

May 28th/29th – Ragley Hall Classic Car & Transport Show, B49 5NJ,
www.classicmotorshows.co.uk/ragley-hall

June 3rd/4th – Classic & Performance Car Spectacular & Cheshire Autojumble, Tatton Park, WA16 6QN, www.cheshireautopromotions.co.uk/classic.php

June 4th – Brighton Beach Classic Show, Maderia Drive, BN2 1AE,
www.classicmotorshows.co.uk/brighton-motor-show

June 9th to 11th Cholmondeley Power & Speed, SY14 8AQ, www.cpop.co.uk

June 9th to 11th 2017 – Retro Festival Newark, see website for details or contact your Series Advisor.

June 17th/18th – Bristol Classic Car Show, BA4 6QN, www.bccs.bristolclassiccarsshows.com

June 18th – Bromley Pageant, Norman Park, Kent,
www.bromleypageant.co.uk/bronmley_pageant_home

June 22nd to 25th – The Goodwood Festival of Speed, PO18 0PX, www.goodwood.co.uk

July 2nd – Mark Woodward Classic Events – Leighton Hall Classic Car Rally, Carnforth, Lancs, LA5 9SJ, www.markwoodwardclassicevents.com/18th-leighton-hall-classic-car-bike-show

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 23rd Members Day at Bantock House Museum, Wolverhampton, WV3 9LQ, gifted to Wolverhampton by the Bantock family in 1938 and opened as a Museum in 1948, the house and gardens have been enjoyed by the public since. Arrival from 10.30am onwards.

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

August 4th to 6th – Gloucestershire 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, this will be on a first come, first served basis and entries should be received by 14th June 2017. Please notify your Series Advisor if you would like to take one of these spots.

August 11th to 13th 2017 – Retro Festival Newbury, another chance to turn back time and step into the past, this time at Newbury. 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, this will be on a first come, first served basis and entries should be received by 1st July 2017. Please notify your Series Advisor if you would like to take one of these spots.

September 2017 – Beaulieu

November 2017 – NEC Lancaster Insurance Classic Motor Show

Volvo Go's Forth Meeting (April 9th, Edinburgh)

On Sunday April 9th, Volvo Owners Scotland, Volvo Enthusiasts Club and Volvotuning came together to host a joint meeting at Queensferry, Edinburgh at the foot of the Forth Rail bridge.

This was the third year the meeting had taken place and once again the number of Volvo's attending reached a new record high with over 84 cars attending the meeting.

This meeting is always fun. Jamie Tripney and the Scottish team make everyone attending feel welcome and along with the talk about cars it's also an opportunity for sporting friendly banter between the English and Scott's. I'm happy to report that all banter is resolved over tea, shortbread and Twix chocolate bars and the odd sticker being sportingly applied to unsuspecting owners cars without them knowing.

With support from the RNLI, permission was granted to photo cars on the lifeboat launch slip which gives an uninterrupted view of the world famous rail bridge which serves as a great backdrop for the cars.

Volvotuning's photographer **Steve Evans** was on hand to snap some great pictures of owners and cars which I'm sure will become screen savers and Facebook banner page photos over coming months.

Owners that bravely ventured down the slip way with their cars were not only rewarded with a photo but also presented with a Cadburys Curly Wurly in recognition of keeping their cars out of the drink. We are happy to report we have never lost a car to date.....however there is always a first and what a photo that would make!

Owners attending the meeting had opportunity to vote for their favourite car of the meeting. Scottish owners voted for their favourite car which had traveled up from South of the border and which was lovingly inscribed with the words " **the Volvo Owners Scotland up yer kilt! arse oot the windae, braw brief**" award, which if read with a Scottish accent in mind makes more sense but essentially translates to brilliant car award.

And for the English and Welsh members attending, they in turn voted for their favourite Volvo Owners Scotland car. This trophy was lovingly inscribed with the words " **Volvo's are ace because Chuck Norris liked us on Facebook last week**".

As you can see, the banter transcended onto the awards but reflects nicely the humour reciprocated on the day.

Mike Broughton won the trophy for best South of the border car with his red 850R and Scott Whitehead took the Scottish honours for his super clean Saffron coloured V70R P1.

You'll be pleased to hear that the older red blocks were present and causing much interest. The Amazon oozing style and just looked right parked out on the front, both stunning and awesome.

For me the day started at 05:30am with the trip from Birmingham to Edinburgh taking just over four hours. My 850R was perfect and reminded me why owning it is such a privilege. Smooth and wafty, fast on the motorway, rapid and sharp on the country roads running up to the outskirts of Edinburgh. The roads early on Sunday morning were quite and traffic free and there is no better way to get to a meeting especially when you have two other R cars sharing the journey North with you. If you missed the meeting, well ... you missed a really great meeting, but we will return next year so watch out for dates and more information.

We have put together a meeting highlights video and you can view this by typing into YouTube the following link.

<https://youtu.be/8GmThy1P-bw>

2 GREAT SHOWS FOR 2017

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KIDZ ZONE, FOOD & BARS, PUBLIC CAMPING SITES, SOUNDS, MUSIC & DANCE FROM THE 30's to 80's

in association with



TRAILERS... RH HAS THEM COVERED!



By Emma Airey, Account Executive, RH Specialist Insurance

One of the great things about owning a lovely classic vehicle is the pleasure you get from driving or riding it.

Sometimes, though, hopping on board for a trip isn't always the best idea. Sometimes it makes a lot more sense to put your cherished vehicle on a trailer.

Vintage vehicles in particular can struggle to keep up with modern-day traffic. Or, if you're attending a concours meeting and have laboured at home the day before preparing your vehicle, there's not much point putting it through a murky morning drive on filthy roads on the day of the event.

Whatever the reason, trailers certainly have their place in the world of classics.

Unfortunately, just like classics, trailers can go wrong. They have moving parts that can seize, tyres that can burst and chassis components that can break. And they are highly stealable*.

For very little outlay, you can secure damage, fire and theft cover for your trailer with RH Specialist Insurance. There's no upper limit on the trailer's value, and if it's 7 metres (22.9 feet) long or less, a damaged or broken one will be recovered to your nominated address at no charge.

With premiums from just £25, trailer peace of mind is pleasingly inexpensive. Get on to the RH team now and make the worries of 'trailer failure' a thing of the past.

*When your trailer is not in use, it must be secured with either a wheel clamp or hitchlock.

Call RH now on **0333 043 3911** or email **classicuw@ers.com**.

TED WILLS ANNOUNCES HIS RETIREMENT

After 29 years of Volvo 1800S ownership, Club stalwart Ted Wills has now hung up his driving gloves. Aged 86, Ted has been advised by his doctor to stop driving and he has already returned his licence to DVLA, sold his everyday car and so now his wife, Gill, is providing chauffeur services to the household.

Ted has made the decision that he will be giving up his membership of the VEC **and** the Volvo Owners Club, he will never again buy a Classic Car magazine and he has sold the beautiful black 1967 1800S, for which he has been awarded numerous trophies over the last 28 years since he finished its restoration.

Ted will be fondly remembered throughout both Clubs for his passion for the sporty but elegant looking coupe, his superb presentation of his own beautiful 1800 and for his obvious embarrassment each time he won another cup! He never would believe that the car was worthy of the accolades it achieved.

We all hope that he finds something to fill the hours he would have spent on -and with the car.

Good luck Ted, Club events will be poorer for your absence.



TED PICTURED IN HIS CAR AT GAYDON

REBUILDING A 123GT @ THE NEC

The PCCCR SHOW 31ST MARCH/1ST/2ND APRIL 2017

It has been a long time since Tony and I had attended any outside show wearing our Volvo Owners Club members hats and it seemed very strange (in a good way) to be doing so again in 2017. Originally the GT rebuild should have been taking place on the VEC stand but circumstances dictated that the VOC should come to the rescue once again (the rebuild of 480MTT had originally been scheduled to be on the VEC stand in 1992), so it was with a some irony that I arrived in the vanguard driving our green 1968 123GT looking for stand 8-215 and the VOC stand builders. Tony and Robert were following some hours behind with the parts stuffed Transit hauling the trailer and GT body-shell - and Robert driving his 1966 221 estate.

I was there to receive delivery of the beautiful 1962 P1800 480MTT, owned by Volvo since 1996 and entrusted to us for the weekend to be central to the display on the stand, with video footage of the original NEC 1800 build in 1992 on dvd and along with original photographs of the work preparing the 1800 prior to the 1992 show.

Set-up day passed in a whirl of positioning cars and setting out information boards as well as organising tools, parts and various large chunks of GT essentials, we completely took over the "office", as it is known, for boxes and boxes of bits and loose panels, doors etc. Cycle-helmet cameras were positioned high above the body-shell fore and aft to record the work on the shell as it happened and close-up shots were taken on a hand-held camera – footage yet to be reviewed as there are rather a lot of hours to plough through!

Show days flashed by as each part was added to the shell the car swiftly growing piece by piece, glass, seals, wiring loom, axles, steering column and box, engine and gearbox, dash, seats, mats, wheels, lights and badges. By the end of the three days the only thing left to add was the indicator covers, someone had brought two lenses of the same hand...

Breakdown went smoothly, the 1800 was left overnight in the halls for collection on the Monday and we set off for home at 8.01pm.

Grateful thanks must go to all those who helped with the build: John Kemp, Simon Richardson and his son-in-law Lewis, David MacKenzie, Roger Parish and Peter Ragg, they made a great team and spirits were high throughout. Thanks guys.

We also have to thank Bob Isaac, VOC Chairman, for giving us free reign with the stand and to Jacki Ragg, Ron Kirby, Chris Wickers and Andrew Anderson, for providing help and support throughout the four days at the NEC and for taking some wonderful shots of the event, some of which are reproduced in the centre pages.



PCCCR SHOW AT NEC – 31ST MARCH – 1ST/2ND APRIL 2017



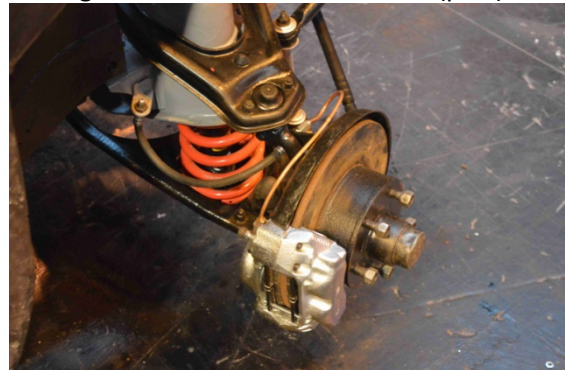
The quiet before the storm! Build up day.



If we all breathe in, it should fit



Resting on their Laurels – The Team (part)





The "Grey Lady"



1967 123GT



480MTT 1962 Jensen built P1800.

Below: loaded up ready for the journey home.



Dutch exhibitor with Gay Car Club says "Hi".



Bribery biscuits!



Cool Blue.

Below: Robert Willisons 122S



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Nearside view of Colins black hearse and the cause of cooling system headaches.



PV SERIES REPORT – Roger Parish

Roger pictured at Harvington Hall last Summer, a well deserved winner of Best Car. 588 XUW was formerly owned by Colin and May Tatlow from Cornwall.



120 Series Report – by Robert Whitton

“ In your Amazon , Get Ready – Motoring Inspiration ”

Hello fellow Amazoners ,

It's that time of year again to check over our Cars and get them ready in tip top order for another years motoring ahead of us out on the open roads.

I always have that big smile on my face motoring along in my Swedish chariot enjoying the experience, with an adventure ahead of me and with the family on board, wherever we end up, making those memories of a lifetime such fun.

We had our first trip out last month as a family in the “Grey Lady”, our Volvo Amazon Estate which last belonged to Chris Hart - in metallic grey now. We went to the Practical Classics Classic Car and Restoration Show in Birmingham for a few days to enjoy the show. The car was very much admired by all who viewed her on the stand with likeminded folk all amazed how well the car looked, it always bowls me over the interest our cars get, great stuff with lots of nice chats over the days we were there - all in the name of promoting the Volvo name and the cars we all love .

As I am sure you're all aware whenever we take our cars out for a trip in essence We All! are promoting the cars, which is the best form of promotion and inspires awareness of how good the cars look and how they can cope with modern traffic - and how it can be so much fun to own, motoring along, I'm sure all of you have had those chats with onlookers - “I use to own one years ago or a family member – best car I / they ever owned “ or “ I always wanted one, just been so busy and you have just reminded me how beautiful they are! Thank you “. So we inspire them to visit past memories or they want what we have, a slice of pure vintage life style, what fun to be had and so grows the Volvo circle of inspiration!

Get your Amazons Ready and enjoy motoring this year out & about have fun en keep Volvo 'in safe Kind regards

Your 120 Series Advisor

Robert Whitton



1800 Series Report

by Tony Whitton

The rebuilding of the 123GT on the VOC stand at the NEC was a great chance to be reunited with 480MTT once again; unbelievably it is **two** years since I took my 1800 Convertible up to Daventry to see the car for the first time since I'd sold it back to Volvo in 1996. I'm told there was a steady stream of visitors making appreciative noises, let's hope that its presence at the show encourages more people to go out and find one for themselves. If you haven't read the "Three Graces" article before, you can find it on the website (Past Events).

On page 17 you will have read that Ted Wills has now given up driving and is also giving up his membership of the Club. Ted's membership number was 0006, he had renewed his membership every year since joining in 1989 and his enthusiasm for the 1800 was infectious. I remember meeting Ted for the first time in 1981 at the first 1800 Rally that I organised for the VOC when Register Keeper. He came along in his everyday car because the 1800 wasn't quite ready and we were all very impressed when he came back the following year - and pleased for his efforts to be rewarded with a trophy. It's terrifying to look at all those years that have flown by in between then and now - all 36 of them...

1800 values are continuing to rise and even the rustiest wrecks can change hands for ridiculous sums on eBay, I can't imagine that they all get restored but at least the parts harvested from the rougher ones help to keep others on the road. I'm always amazed at just how many Classic cars are hidden away in garages, barns, backyards and hedges. Just how many ended up at the scrappers? Best not to think about them :O{ When you have spent decades rescuing old wrecks because nobody wanted them - and had the satisfaction of turning them into cars that can hold their own amongst a field of shiny Classics, that's very special. I keep trying to reduce my collection of cars, then somebody tells me of another that is about to be stripped for spares, or crushed and the space I may just have emptied finds another occupant. Like Dai Brace on page 12 I guess I'm also addicted - I'm sure Gillian would agree.

Do send in reports of your own cars, what attracted you to them, did you have to wield spanners (or even welding gear) to fettle them into shape, would you do it again? Other members are always keen to read of epic endeavours and if you can encourage others with your tales of long cold days labouring over a hot welding tip, or working up a sweat with 3M's paper or a polishing rag... so send your contributions in and watch out for them in print in a future magazine.

Show season is upon us once again and those polishing cloths will be well used, check out the events on page 5 to find something near you to show off your pride and joy. If you know of any good shows in your area that other members may enjoy, please send details in for inclusion in the next issue.

Enjoy your Volvos and remember - A Volvo (1800) is for Life! The 1800 that has been longest in my garage is a 1963, one previous owner, crossover model that I bought in 1989. It will be the last to go and definitely not for a long while yet though.

Till next time.

140/160 SERIES REPORT – by Matt Brace

I am sure many of the long term club members will remember me as joint 240 technical coordinator for the club with my dad Mike.

Our 240 pickup made it to most of the National gatherings until the club came to a stand still when Kevin could no longer continue running things. I'm glad to be back as part of the club and also to be part of the new life rejuvenating the club.

As well as having very in depth knowledge of the 200 series, I have done a lot with the 140 and 164 series. I have a rough 144 that gets used more like a van, e.g. for pulling cars out of the snow during winter! It a great feeling when your 144 proves more reliable than cars 40 years younger - and comes out to rescue them.

My best 164 has been in dry storage for the past couple of years and is going to need some attention before it hits the road again. A manual gearbox conversion is likely to be on the cards to make it more practical for use and for more reasonable fuel consumption.

I hope to get the time this summer to get the jobs done to have it ready for the sun and show season.

If you need any help with your 140 or 164 please get in touch and I will do what I can to help.

Matt Brace



Rare beasts these days – the 142 and on lowered springs

Calling budding writers -

Do you have a story to share with fellow Club members? We welcome long or short articles for inclusion in “Rolling On” and would love to hear from you. Send your contributions, along with photographs, to editor@volvoenthusiastsclub.org and watch out for your efforts in a future edition.

200 SERIES REPORT – by Mike Brace

A blast from the past: I'm in Scotland at present and have sent this via Dai, enjoy.

THE MAIL, Wednesday, July 15, 1992-7



Matt Brace and his father Mike with the Volvo pick-up

Double win for odd Volvo

YOU MIGHT not believe it to look at it, but this rather odd looking Volvo 240 has just won two first prizes in a show.

The unmistakable saloon car has been transformed into a useful pick-up by 14-year-old Matt Brace of Rhos-goch.

And last week Matt and father Mike took the car to the third Volvo Enthusiasts Club show at Kidderminster.

The car won the Liskeard Trophy

for the best model on show, and also the dubious prize of Most Eccentric Volvo.

What's more the 17-year-old car is still going strong, and the Brace family are planning to take it on a tour of England in 1994, when the 240 series celebrates its 20th birthday.

They hope to raise thousands of pounds on the tour for the Christian Lewis Trust, a group that provides support for families of children suffering from cancer.

Always happy to help, just get in touch.

Mike Brace

From Kevin Greenaway in Australia:

Can you imagine an attempt to take Donald Trump out... and the Secret Service having to shout DONALD DUCK!!

300 SERIES REPORT – by Dai Brace

Ricky my variomatic 340 failed his MOT on some silly bits and the typical rust issues around the rear jacking points. The past few days have been spent singeing arm hair and getting a nice undersealed hair do cutting out the rot and repairing the corrosion areas. As always when doing these kind of repairs and not wanting to be redoing the job again any time soon, a good dose of anti corrosion primer and underseal has been applied.

I rescued Ricky from a V3M forum member after he failed to sell him on ebay. Never wanting to see a good car put down I stepped in as I felt the need for some CVT goodness in my life. The CVT does not drive like other automatics. They are no harder to drive drive, it is a little strange how your speed increases with hardly any change in engine revs. What is nice over a normal automatic is there is no jerk as the gearbox changes gear its just nice and smooth.

My other rescue car, the roof chopped Amazon, has all the body repair work done at Pope Welding and a good few coats of black top coat have been applied. 3 inches out of the roof would not have been my first choice of things to do with an Amazon but as it was already done and with no reason not to give this car a new life, even if not in original form. I will be collecting it after Easter so the rebuild can begin then.

For those interested I will go into more detail of this build in a magazine article of its own in future issues.

The modern daily driver V90 started blowing on the joint after the cat, so it was the perfect excuse to replace the exhaust with a nice new free flowing stainless system. It certainly feels to pull a bit better now and with nice a nice throaty sound to it.

I have noticed some spots of surface corrosion on both front and rear arches so that will need tackling fairly soon before it sets in any deeper.

I have been lucky enough to pick up a parts car that will donate those silly odd bits that can be needed. The main reason for getting this spares car is so that it could donate its engine and gearbox to another future project that I will most likely start after completing the Amazon.

If you want to chat Volvo's get in touch. Don't forget to get your Volvo friends joining up



RICKY against a stunning backdrop.

400 Series Report

This Series is currently looking for an Advisor, do you have what it takes?



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700/900 SERIES REPORT

by Colin Hughes

Greetings all.

Had some problems with some of my collection recently, the most worrying (and expensive) was on my 760 Black hearse. Some may recall this is another "one off" having previously been a normal estate car that was converted to a hearse by the welding up of the rear doors, removing the existing glass/windows and replacing that with a custom build toughened glass panel. To say the doors were "welding up" is a bit of an insult to the company that did the conversion, as to quote the Morecombe & Wise joke about Ernie's supposed wig, "You can't see the join".

Back to the problem which began when carrying out the normal weekly checks, I found a blancmange type mixture in the expansion tank. Initial thoughts were a head gasket issue, which on the V6 engine is not the easiest of tasks, but having found no evidence of emulsification on the oil filler cap or on the dip stick I began to have doubts about my initial diagnosis.

A visit to my local very friendly and helpful local garage showed that it was the radiator that was at fault as it was failing to cool the hydraulic fluid from the automatic gearbox. Indeed that explained why there was no fluid level recording on the gearbox dip stick.

Apart from the radiator failure, all the water hoses were now contaminated and needed replacing, this turned out to be a major problem.

The radiator was sourced locally (at trade price, thanks again to local, friendly garage). Retail was £191.60 + VAT, but I got it for £116.00. The hoses came from, Sweden, Swindon and Australia. Unfortunately the ones from one supplier were wrong, you guessed it, Australia.

So the search was on for the mysterious water pipes that connect to the rear of the thermostat housing. These pipes are not shown on any of the available workshop manuals or indeed of the officially Volvo micro fiche that I have for the 700 series.

Eventually I managed to "guesstimate" the internal & external diameter & length of these two hoses and several weeks after the diagnosis, the work began and was finished in 2 days.

Thankfully no damage had occurred to the auto box so on Tuesday 4th April, we set off to Walsall to have a custom built 2.5" stainless steel exhaust system fitted.

So close to £900.00 later we are back on the road and smiling again.

That's all for now. Work to do on the 940 now as its speedo has stopped working all together. The joys of motoring!

Keep those wheels rolling.



850/V70 SERIES REPORT - by Stuart Mills

A report on the joint Volvo Owners Scotland, VT (Volvo Tuning) and VEC meeting at the Forth Rail Bridge is on page 14.



All dressed for the incursion into Scotland for the Forth Rail Bridge meet.



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NORTHERN AREA Report – David MacKenzie

northernarea@volvoenthusiastsclub.org

Hopefully by now all those pride and joys have been brought out of winter hibernation as the weather turns to summer. My own T-5R will be out and MOT'd before drive it day on April 23rd. Although no VEC meets are currently planned for Scotland just now I'd be interested in setting something up if we have the numbers to make it worthwhile. Throughout the summer months I will be attending many of the classic car shows around Scotland so hope to see some VEC members attending with their Volvo's.

The Forth Bridge meet with Volvo Tuning and Volvo Owners Scotland was a great success and proves that the interest north of the border is healthy. Albeit in the more modern FWD and performance models.

VT and VOS go Forth

The weather was looking good for the "VT and VOS goes Forth" meet on Sunday 9th April. With a 10am start, the sun was shining and a large number of Volvo's had gathered along the car park at the Forth Rail Bridge. The VT guys had a much earlier start than most with the long tip north which is much appreciated. With two awards up for grabs for the best cars, the polish had been out all week getting them looking their best.

VOS team members were voting for their favourite VT car and VT team members were voting for their favourite VOS car. Accusations of Shortbread and Twix influencing the voting was not proven.

The winners were announced with Stuart Mills of Volvo Tuning

- in his best Scottish accent - awarding Scott Whitehead best VOS car for his Saffron V70R. Jamie Tripney of Volvo Owners Scotland awarded Mike Broughton's gleaming red 855R best VT car of the day. Well done to both for winning and for their efforts with their cars. A great achievement with so many nice cars on display.

VEC magazines and membership forms were handed out so hopefully we will have a few new members soon.

The day was rounded off with pictures being taken on the slipway next to the rail bridge and in front of the VOS banner. There was even a tribute to the Beatles Abbey Road.

A big thanks to Stuart for uploading the highlights to You Tube - search VOS and Vt go Forth 2017.

Thanks to all who made it worthwhile. A great day out and looking forward to next year's meet already.

Lastly I have spoken to my local parts man Graham Dawson at Arnold Clark Stirling about a discount for club members. Graham has agreed to a discount on proof of membership. Graham is also clued up on Volvo's GCP system so parts that most dealers tell you are no longer available can be ordered from him.

Any members wishing to contact me can do so via northernarea@volvoenthusiastsclub.org



SOUTHERN AREA Report – David Foxley

southernarea@volvoenthusiastsclub.org

One great show that includes Classics in the area on May 21st that you may like to visit is at the following:

Newhaven Fort, Newhaven, East Sussex, BN9 9DS

A success for the last years - a smaller and more relaxed show atmosphere. There will be special access to park in the middle of the parade ground of the Newhaven Fort.

NOTE: due to Health and Safety rules car movement is restricted so you have to be in the parade ground by 10:00 and cannot leave until 16:00 - but there is so much to see and do that wasn't a problem last year. If you cannot stay for the day we have special parking in 'the moat'.

EASTERN AREA Report – Gillian Whitton

easternarea@volvoenthusiastsclub.org

Don't forget that we are taking a stand for 12 cars at two local shows in August, on the 6th we will be at Helmingham Hall for their Festival of Classic and Sports Cars and on the 20th we are at Stonham Barns for the Classic Car Show – both shows are close to Ipswich in Suffolk. Places will be on a first come, first served basis and if you are keen to come along and enjoy the day, please send details of your car and a stamped, self addressed, envelope **by 14th** June for Helmingham and 1st July for Stonham Barns. For those wanting to make a weekend of one (or even both) of the shows, there are plenty of B&B's and East Anglia is a very diverse place to visit with a long coastline, the Norfolk Broads, fine old timbered buildings, wind and water mills, Nature Reserves, National Trust properties and much, much more to explore – come and see for yourself.

Club member Peter Ragg, who is also the 120 Register Keeper for The Volvo Owners Club, is organising two meetings in the Eastern Counties for 120 owners (all other models are very welcome), the first in May (14th) at Southwolds' Pit Stop Cafe from 10.30am and the second at Sywell Aerodrome, Northants, in September (10th) again from 10.30am.



VIEW ACROSS THE MOAT AT HELMINGHAM HALL, SUFFOLK

MIDLANDS AREA - WALES AREA - SOUTH WEST AREA

Do you live in these Areas and are you keen enough to become involved with your Club and organise meetings for local members, coordinate a Club stand at local shows and write about it for the magazine? Email the Editor or Secretary for further information.

volvoenthusiastsclub.org

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64 reg	Volvo V70, 2014, 2.0 D4 Business Edition, Auto, Grey, 28k miles, £ 19,995
13 reg	Volvo V70, 2013, 2.0 D4 SE, Auto, Silver, 90k miles, £ 13,995
62 reg	Volvo V40, 2012, 2.0 D3 SE Nav, Manual, Red, 30k miles, £ 12,995
13 reg	Volvo V40, 2013, 1.6 D2 ES, Manual, Black, 33k miles, £ 11,750
10 reg	Volvo XC70, 2010, DRIVe SE Lux 2wd, Manual, Silver, 82k miles, £ 11,495
61 reg	Volvo V50, 2011, 1.6 DRIVe, Manual, Blue, 87k miles, £ 9995
61 reg	Volvo V50, 2012, D2 R Design, Manual, Silver, 70k miles, £ 9995
11 reg	Volvo V50, 2011, DRIVe SE, Manual, Silver, 66k miles, £ 9995
60 reg	Volvo V60, 2010, D3 R Design, Manual, Blue, 87k miles, £ 9995
61 reg	Volvo V60, 2011, 2.4 D5 ES, Manual, Black, 79k miles, £ 9995
59 reg	Volvo C30, 2010, 2.0 D SE, Auto, Silver, 53k miles, £ 8750
58 reg	Volvo C30, 2008, 1.6 D2 R Design, Manual, Black, 59k miles, £ 6995
58 reg	Volvo C30, 2008, 1.8 SE petrol, Manual, Blue metallic, 50k miles, £ 6995
P reg	Volvo 850, 1996, GLT petrol, Auto, Grey, £ 1495
R reg	Volvo 940 Torslanda, 1998, Manual, Blue, £ 1495

Other makes

07 reg	Porsche Cayman, 2007, S, Auto, Silver, 23k miles, £ 18,750
2009	Porsche Boxster, 2009, Manual, Black, 75k miles, £ 15,750
2007	Mercedes CLK, 2007, 200K Elegance, Auto, Black, 53k miles, £ 9995
61 reg	Volkswagen Passat CC, 2011, 2.0 GT TDI, Auto, Grey, 84k miles, £ 9995
2006	Mercedes C Class, 2006, C180K Avantgarde, Auto, Blue, 81k miles, £ 4995
54 reg	Mercedes C Class Est, 2005, C200 CDI, Auto, Blue, 127k miles, £4495
2003	Mercedes C Class Coupe, 2003, C180K SE, Auto, Blue, 50k miles, £ 3995

All makes to be considered for part exchange

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IS THIS THE WAY TO GO?

by Tony Whitton

With the average UK restoration project proving to be more iron oxide than sheet steel these days, more and more potential restorers are turning to the USA dry states for suitable projects.

Evilbay has become a rich source of bodyshells in whatever model (or make) tickles your fancy and even I have found temptation in an early 221 estate.

It is my intention to retain the “rat-look” paintwork by consolidating what is good with a coat of lacquer and repainting only where absolutely necessary.

The interior is shot, as you would expect from a car that has sat through several decades of dry and extreme temperatures, scalding sunshine beating down day on week on year – oh for some of that here sometimes! I will have to source a replacement for the very early interior and there the colour choice is large, since the paint is white!

I will keep you updated on progress, watch this space...



221 ESTATE cont'd



SALES AND WANTS

FOR SALE

1965 131, pale blue, superb black interior, 11 months MOT, 1780cc engine. Looks great, runs great too. £12,000 ono – For further details tel: Tony on 07970944803

N Reg. 480 Celebration, burgundy, electrics all fine, just needs rear wiper motor sorted, data centre all good, dent in drivers door but paint not cracked. Been on SORN for the last couple of years and just needs MOT'ing. Open to offers – Tel: Tony on 07970944803

Set of 4 480 Celebration alloys in good condition. £80 – Tel: Tony on 07970944803

1970 131 with B20B engine, cream with red interior and headrests. Fully restored 3 years ago.

Selling on behalf of owner - £12,500 – Tel: Robert on 07460808370

Don't forget that all inclusions in the Sales and Wants section are free to Club members, just send in the details of your car or parts and we will do the rest.



1970 131, details above

Another little gem from Kevin Greenaway in Australia:

A woman had been talking on the phone for about half an hour, and then she hung up.

"Wow," said her husband, "that was short. You usually talk for two hours. What happened?"

"Wrong number," replied the wife