



Summer 2013

An Apology:

Dear Members, Firstly an apology from me for the late arrival of this newsletter. This has been caused by the continued health problems of our volunteer Newsletter Editor, Gillian, who has now had to step down from the post. I would like to take this opportunity to thank her on behalf of the Club for her hard work in the past and also a speedy recovery. This has meant that unfortunately we have been unable to produce a regular newsletter for some time and I have therefore asked Kevin, our Founder to produce this and future Editions until a replacement Editor can be found.

Could you please therefore in future send **ALL** items for the Newsletters including Events for the Diary, Members Letters, Articles for inclusion, For Sale & Wants etc etc to him direct, either by email – kevinprice.vec@btinternet.com or in post to: Kevin Price VEC Newsletter, 127 Kidderminster Road, Bewdley, Worcestershire, DY12 1JE. If you have already sent an item to Gillian that is not included in this Newsletter, please forward it again to Kevin who will I am sure endeavour to publish it in a future issue.

I thank you for your patience and support in this matter and hope that we will now get back supplying members with regular issues of our publication.

Please remember that we do encourage Member to receive this Newsletter by email as it saves the Club expense. If you have not already booked up for this please let me or Kevin know. Should you still like to receive your newsletter in the Post that is not a problem. As a reminder, would Members please try to keep us up to date with any changes of address etc and also if willing to show their car/cars on one of our Club displays etc.

I look forward to seeing you all at the forthcoming Bristol Restoration, NEC and the new Manchester Shows in future,

Thanks for your continued support.

Regards Colin Hughes – Principle Club Contact

Club Contacts:

Our Principle Club Contact

Colin Hughes
2 Wimborne Close
Northampton
NN3 5EF Tel: 01604 411960
Email: vec2010cjh@aol.com

Founder/Hon President

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

Membership Records & Data

Dave Stadden
21 Woodford Close
Ringwood
Hampshire, BH24 1UT
Email: dms4vec@aol.com

DVLA Enquiries, Vehicle Valuation, Technical Advice, Indoor Show Co-ordinator and Newsletter Editor: Kevin Price Email: kevinprice.vec@btinternet.com or Post:

Kevin Price, Astley Cottage, 127 Kidderminster Road, Bewdley, Worcs, DY12 1JE

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

Club Area Representatives:

Northern Area Representative: Russ Evans rossjevans@tiscali.co.uk

Southern Area Representative: David Foxley davidfoxley@yahoo.co.uk

Scotland Area Representative: Gordon Woodham g.r.h.woodham@rgu.ac.uk

Could you be a VEC Area Representative? Contact Colin Hughes if you feel you could help

FOUNDER'S RAMBLINGS

Welcome to all new members and also this latest edition of the Club Newsletter.

As I sit here writing this piece, with rain bashing at the window, I wonder if like last year we are ever going to have any Summer and be able to use our Classic Cars. Anyway:-

Firstly many thanks to all those members who have contacted me with parts and help with my Restoration of the 'Original' TV Saint car. 71 DXC aka ST 1. Work is pretty well now complete, other than filling the Petrol Tank and Radiator plus final adjustments before getting engine running and off for its first MOT in around 40 years.

Final work on the car was undertaken at the Bristol Restoration Show last November but before this could be undertaken the car had to be transported to have the outside of the bodywork completely resprayed. This had been one of the problems which halted the rebuild in 2009, when I resolved myself to the fact that the paintwork was definitely not up to standard required for such an historic icon. The upper surfaces, e.g. Boot, Bonnet, roof etc were covered in deep 'fisheye's due to silicon contamination during spraying and other major defects, runs, poor prep etc meant that a total respray was the only answer, my thanks to Club Member Jonathan Bell for organising this at Flybe Engineering at Exeter. Thanks also to Members Chris Munro who has a beautiful 'original' Met Grey P1800, for help with original P1800 front rubber floor mats and to Tony and Gillian Whittton for various bits and pieces that were missing from the car or unusable due to condition. I am still looking for one part at present and have for the meantime removed the one from 'HAB' my well known high mileage '62 Jensen P1800, which is undergoing a rear brake rebuild. The early 1800's had a single piece bracket for mounting the rear silencer of the exhaust which also clamped the two tail pipes. I am looking for a new old stock or good S/H item for ST 1, if you can help it would be very much appreciated.

As mentioned before the final rebuild of the car took place on our Club Display at the Bristol Restoration Show held at Shepton Mallet on the 3rd & 4th November 2012. My thanks to all the hard work of Club Members and fellow Jensen P1800 owners, Chris Tye and Simon Biddlecomb for fitting the bumpers, side chrome work, carbs etc. etc. at the Show

Following this show 71 DXC aka ST 1 was then off again, being transported back to Doncaster to have the final pieces of the interior fitted by Richard Felton of Specialist Upholstery, who is well known for his 1800 interiors, had agreed to produce the full interior for the Saint car but due to previous timescale problems had been unable to get the front seats finished in time for the show.

From Richard's Workshop it as straight off to the NEC Classic Motor Show, where the car was unveiled to the public by Malcolm Christopher, Production Manager of the original TV Saint series – What a great show!.

This year's Club events started with me organising an informal gathering at Redwings Horse Sanctuary, a full report of this can be found elsewhere in this Newsletter. The Club was then represented at the Great Western Autojumble and Mini Show in February at Shepton Mallet and we have returned there recently for the Bristol Classic Car Show where my Saint car was awarded Highly Commended. A full report of this event will appear in next issue of the newsletter and on the club Website @ www.volvoenthusiastsclub.co.uk.

On the topic of Club Displays and Shows I am pleased to inform members that we have just been informed that we are one of the first 30 Clubs to be allocated space at this year's NEC Classic Motor Show. Quite an achievement and for that my thanks must go to all the Members, who have worked so very hard on behalf of the club at this and other show displays in the past, which has helped us be recognised for all our efforts.

We are once again hoping to take our regular stall at Beaulieu International Autojumble in early September, so if you are coming along why not drop in for a tea or coffee. It always nice to see Members old and new and discuss their many finds on stalls around the fields and also their current restoration project. We also have a number of other Club events – See Forthcoming Events Diary – your support would be appreciated.

Well that's about it from me, have a good and safe Summer,
Best Wishes & Happy Volvoing, Kevin Price Founder/Hon President

Stop Press: New Indoor Classic Car Show at Manchester – Club stand Booked 21st/22nd Sept 2013

VEC Forthcoming Club Events 2013 – Dates for the Diary

30th June 2013 ‘R. W. Thompson Memorial Rally’, at Stonehaven, Aberdeenshire

Members are invited to attend this event and represent the VEC. Gordon Woodham, our new Scottish Rep has organised a Club area at this Rally and would like to see as many members as possible attend. Rally is held at Mineral Park, Stonehaven, Aberdeenshire, AB39 2RD, for those with Sat Nav's - Directions Exit A90 onto B979 towards Stonehaven. At the roundabout, take the 2nd exit. Then take the second right. There will be Marshalls to help. Club Contact: Gordon Woodham - g.r.h.woodham@rgu.ac.uk for further details and book a space

27th & 28th July 2013 ‘The Classic Wheels Show Dumfries & Galloway’

Promoting the VEC in Scotland – Graeme Muir has an invitation and invites Members to come along and support this event and also represent the VEC. There will be a road run on the Saturday 27th and on the Sunday A Static Show - this is at DUMFRIES & GALLOWAY COLLEGE, CRICHTON CAMPUS, BANKEND ROAD, DUMFRIES Sign posted on all major routes. Graeme's email address for numbers v10ayr@btinternet.com PLEASE SUPPORT Graeme an enthusiastic member

7th/8th Sept 2013 ‘Beaulieu International Autojumble 2013’

Held at the National Motor Museum, Beaulieu, Brockenhurst, Hampshire. - Club Stall, why not come along and see us – kevinprice.vec@btinternet.com

21st/22nd Sept 2013 ‘Footman James Manchester Classic Car Show’

This is a brand new Indoor show being held at the Event City in the Trafford Centre, Manchester. The Club has booked a stand at this event and hope that members will come along and support the new venture. If you would like to help in anyway please contact Kevin- Club Contact: Kevin Price kevinprice.vec@btinternet.com

5th October 2013 ‘VEC Members Gathering at Beamish living Museum (Saturday) Same as last year's successful event. Full address is BEAMISH MUSEUM BEAMISH COUNTY DURHAM DH9 0RG We meet at 10AM for a full day of entertainment Friday overnight accommodation can be arranged Club Contact: Russ Evans russ@jredogs.plus.com

2nd-3rd Nov 2013 ‘13th Footman James Classic Vehicle Restoration Show’

Held at the Bath & West Showground, Shepton Mallet, Somerset. We will be once again having an indoor stand at this popular event. So why not come along and see us. If you have a Volvo undergoing a restoration that you would like to display it on our Club Stand or would like to help please contact Kevin – Club Contact: Kevin Price kevinprice.vec@btinternet.com

15th-17th Nov 2013 ‘The Lancaster International Classic Motor Show 2013’

STOP PRESS: We have just received confirmation that we at one of the first 30 Clubs to be allocated a stand at this year's Show held at the NEC Birmingham. Why not come along to this major Classic car event and see us in Hall 7 on Stand 7-435. Once again we will include some unusual Volvo's (see large selection of photographs from previous show stands in ‘Past Shows’ on Club Website) and Club Members cars following the theme of the show – Club Contact: Kevin Price kevinprice.vec@btinternet.com

If you are organising a club event please let me have date/information asap so it can be included in the updated VEC Diary here and on our Website – Remember for up to date information please visit our Website at www.volvoenthusiastsclub.co.uk Many thanks Kevin - kevinprice.vec@btinternet.com

Club Members Valuation Service:

I have over the past few months had a number of problems with Valuations of Club Members cars and I felt that an article written a number of years ago and published in our Club Magazine may help me in the future overcome some of the problems. Although written in 2001, and related to Footman James Policies, many of the points raised are still very relevant, particularly when Member's are estimating the value of their Volvo for insurance and the production of supporting vehicle photographs and documentation Kevin Price

YOUR CAR AND IT'S VALUE

(Reprinted from Issue 45 (2001) of VEC Magazine)

HELP US GET IT RIGHT

The Club's current arrangement for classic car insurance with Footman James must rank among the best judging by the number of members who call on us for valuations and it is this area in which we are getting some problems. Not a lot, but about 10% of the requests are causing some difficulties. But with some help from members I am sure we can crack this.

Just recently Footman James stopped holding all records of Valuations and started to rely entirely on the Club's opinion, and they do not now hold any evidence relating to the state of your car. All photos that have been sent in by members and supporting information for the valuation must now remain in the Club's records. This has somewhat increased the burden on us and clearly we must get it right. No over valuation, because in the event of a loss the assessor will want to know how the figure was arrived at, and no under valuing as we don't want members to lose out in case of a claim. Footman James have been very fair with this Club and we are keen to ensure fair and realistic valuations for them.

Below are just a few notes for guidance which we are sure will help us all get it right.

- (1) The current requirement is to provide six photographs of the car (**Update Note: this is now at least 8 photographs - see Club Website for details, Kevin**), one from each side, one from the back and one from the front and one of the interior and under the bonnet. If you feel this does not do justice to your motor send any additional pictures you feel will help. From our point of view more information can only help to arrive at the right assessment.
- (2) Make sure the shots you send tell the full story. Members might be interested to know over the past few months we received a set of prints for valuation with the offside missing. It later transpired that 'my wife hit the garage wall when parking' so I didn't send that shot. Or the pictures of the car we received taken in a hay field before the cut, when we got shots after haymaking we saw the sills were somewhat less perfect. Also it's worth checking your shots for light and shadow, some shadow can look like a bad repair or a dent.
- (3) When Thinking about the value, remember those heady days of the early 90's when one could add a nought a week to the price of classic cars has gone. Take a look at prices in the classic car magazines, even if they are not entirely up to date they will give you some guide as where to start. Non-standard items do not necessarily add value to a car in classic terms. Minilite wheels do not, in everyone's view add £500 to the price, often quite the reverse. Items like 'I have just fitted four new tyres or the brakes have just been relined does not up the value of the car, one expects it to be well shod and to stop when asked to do so as part of a normal safe car. Also non standard colours detract from a cars value in many cases. We know, one of us has a 1931 Morris two seater in a very pretty blue that no one seems to want, just because Mr Morris and his boys did not do that colour as standard.
- (4) Remember under the bonnet, we have been asked to value some very smart cars in the past only to lift the lid to find it less attractive than our dustbin. This can really knock the price, particularly if you have to pay to take out the engine and tidy it up, it could set one back as much as £1000 with Gordon's cut added to it and this must be reflected in value.
- (5) It's not all bad news on the valuation front and we have from time to time thought it wise to up members valuations where we felt they were a bit low and of course any information like Best Car awards or photocopies of sales invoices can assist us. In a case when we feel that we cannot agree a figure that has been requested but sales receipts are available we can submit this to Footman James and occasionally for a limited period they will accept this higher figure.

Priceless & Floggett Club Valuers

Vic Barnes

Many older Volvo owners will remember Vic Barnes who was for a number of years a member of our Club and also ran the Disabled Section of the Volvo Owners Club. His passion for many years was a blue Volvo 164 and latterly a 740 Estate.

His daughter has recently been in contact to let us know that Vic sadly lost his battle with lung cancer on Sunday 5th May.

Our sympathy goes to his wife Val and their family.

Kevin Price

ASK KEVIN

A new section available to members - please send your queries to kevinprice.vec@btinternet.com

FITTING ELECTRONIC IGNITION TO A VOLVO 1800E

I have recently been contacted by Club Member Keith Latronico about the possibility of fitting Electronic Ignition to his 1800E; this I think would be the same for the 1800ES and the 144/145E models.

Original Email:

Hi Kevin,

I have an 1800E 1971 Volvo. Have you ever fitted an electronic system to replace the points?

If so what make would you recommend?

Reading various materials there appears to be conflicting results over reliability.

Kind regards,

Keith

Reply From a Member: *I have a Lumination on my car. Have him contact me if he is still wondering what to do.*

RegardsBritt

Endurance Rally Prepared 1968 Volvo 123GT

I have recently been contacted by Volvo 123GT owner Colin Waudby from Scotland about the restoration of my Saint Volvo etc and felt that the story of his car would be of interest to other members, particularly those looking at up-rating or Rally preparing their Volvo. Here then are his letters and photographs of the car.

Kevin Price

Great Kevin,



Fabulous project you have there! To think Jaguar had first option to supply an E-Type for The Saint – a blown opportunity!

My car is a 123GT which we restored for endurance type rallies a couple of year ago. The B18 engine has been replaced with a B20 and big valve head, compression increased to 10:1; D Camshaft with lightened cam followers, tubular push rods (Iskendarien) and double valve springs; 8kg flywheel. Standard SU's, revised needles. 4-1 exhaust manifold and 2" bore exhaust. M41 gearbox with uprated D type overdrive. Low ratio diff with LSD. Suspension bushes are polybushes, heavier front anti-roll bar fitted and Bilstein

shockers all round. The Road springs are standard but I'm about to replace these with linear uprated springs lowered by 25mm. The alternator has been rewound to give 75A output.

Rally Success – Our Congratulations to Colin Waudby from the VEC

An update letter

..... I don't do many. But the rallies I do are typically HERO's reliability trials. I've done LEJOG each year since 2005 (in a Lancia Fulvia Coupe, Porsche 911 E and in the Amazon for the last 3 years). We'll be in this year's LEJOG too. Usually do Three Castles, but this year; instead I just finished the Summer Trial a couple of weeks ago; 3 day event based around Goodwood. We managed 1st in class, 6th overall and won silver medals. Good event despite the weather!

I mentioned I was changing the road springs- this I did in time for the Summer Trial. I fitted 25mm lowered, linear rate springs from Skandix: these are Swedish made. (Skandix is located about 10km from where I am working in Germany – a very impressive outfit, immaculate warehouse and very smart office – definitely a cut above.) The Car was much better: ride much improved, the car sat down much better and handled better too. With the heavier anti-roll bar and a bit of negative camber plus some tyre pressure tweaking, there was just a nice touch of understeer (standard size tyres on 5.5” Minilites) Re Photo’s of the car: The second & Third are on LEJOG and are by Francesco Rastrelli Fotografo
Kind Regards Colin Waudby



(NOTE From Kevin: I know Scandix well - very professional, worth a look on their website)
More photo’s of Colin'

The 34th Bristol Classic Car Show – 20th & 21st April 2013



restoration.

Purchased by the present owner in 2012, the car has had some further restoration, which includes an unleaded Cylinder Head Conversion by Cornwall Engine Services and other work by Brian Gue of Amazonia.

Joining the P1800’s was Colin’s Volvo 760 Turbo Lowrider Estate, which caused a lot of interest, particularly with the younger visitors when standing on only 3 wheels or dancing to the on board music! *The Lowrider project was started in 2003 by Russ Venril (Birmingham) and continued by Ray Mercer (Bury) in 2008.*

The hydraulic system is by Pro-Hopper and cost £2500 when purchased in 2003. It can lift the body 8 inches at the front and 10 inches at the rear. Each axle and each wheel can be independently operated, which enables the car to stand and be driven on 3 wheels. The system operates through two 36 volt pumps, powered by six 12 volt 110 amp heavy duty batteries in the rear, the batteries were replaced in 2010 for £437.10 (trade price) and should last for 3 years if treated with respect and charged and handled correctly.

This was without doubt the best Bristol Classic Car Show so far and our Club Stand featured 2 Jensen built P1800’s – a very rare sight considering there under 20 on the road in Britain today and also Colin Hughes’s ‘all singing and dancing’ 760 turbo Lowliner Estate.

Michele Saunder’s 1962 P1800. A very interesting example of the model, which was originally purchased in the UK but spent the first 19 year’s of its life in Malaysia owned by a doctor. He returned it to the UK in 1982 and spent further 9 years on the road before being laid up for a further 11 years. The Car made its first appearance at the Bristol Show on our stand in 2011 following a complete





Paintwork is metal flake PF 005 Orion Cerise and AF 0111 Holo Silver and was undertaken by Dragon Art in Birmingham. The 800 watt sound system is loud and can be linked to the interior and under floor lighting system.

The 14" chrome spoke wheels were hand built at a cost of £1600 and need regular and thorough cleaning.

Mechanically it is the tried and tested 4 cylinder Volvo B230 ET engine with a few modifications, coupled to a 4 speed AW71 automatic gearbox. Engine produces 182 bhp. The modifications have added some 250 kg to it and it now weighs 1710 kg

(3770 lbs), about 1.65 tons in old money

Current mileage is 166,000 and we have full history and documentation from new.

The car is used on the road and currently does not have a garage due to other projects. Planned enhancement is upgrade the charging process to maintain and recharge the lifting system using the existing alternator, although we do not know how practical this concept is, any ideas are welcomed.

As promised at last year's Classic and the Restoration show, Kevin returned with his 'original' Roger Moore TV Saint Car aka ST 1, now complete following an epic 6 year restoration and it was awarded 'Highly Commended'. This for those who have not yet seen the car is the actual car used by Roger Moore in the very first episode of The Saint – The Talented Husband.

Next year's Club Stand is already confirmed, so if you would like to come along and help on the Sand or have your Volvo considered for display, why not contact Kevin with your details. Next year the Show will take place June, not April due to building work on the Showground.



Many thanks to all those Members who came along and gave their support and to all those who helped build, man and brought along their cars for our display.

ASK KEVIN: Volvo 120 Amazon 'Glowing' Charging Light Problem

Subject: Glowing amp (charging) light: ASK KEVIN

Kevin

I have a constant fault with my 123 GT, 1967. Firstly, I should say the electrics include a bespoke loom which has about 15 blade fuses, most main services are independently fused, on a panel inside the car. Several, such as instruments, maplight etc. have a fuse for several items. I bought the car like this, so do not have a detailed (any) diagram / knowledge of the wiring.

The fault used to be a glowing "amp" light when I engaged the overdrive. Out of overdrive and the light goes out. Now it has started to glow when I put the brakes (ie. brake lights) on as well. I have a mate who has the same symptom, he has failed to find the cause. I believe this is a relatively common occurrence with Amazons?

The alternator appears to work well; no issues with starting, battery healthy and if I put an intelligent charger on it shows the "full" light almost immediately. Everything electrical works apart from the "fast"

setting on the windscreen blower switch. The glowing light appears to cause no problems but I know it is trying to tell me something.

Any pointers as to where to look welcome. Do, for example, the brake lights and overdrive switch share the same earth?

Rod

Kevin Replies:

Hi Rod,

You are correct that the glowing light is common problem on Amazons. Many people have tried to suggest why this occurs but generally it is when there is a large drain on the supply e.g. overdrive, full head lights, heater on with lights etc and it is suggested it caused by a back feed though the bulb. It appears that it is one of those things that just happen. The car is charging and you just live with it.

As far as the wiring of the overdrive and brakes are concerned. If an overdrive is fitted, obviously with the 123GT this is not an option, like the 1800 the O/D has a separate loom, however, it may be worth checking the earth wire/s to the instruments as a poor earth here will give the same effect you see on the back lights of cars with a bad earth - brake lights flashing with indicators etc.

I hope this is of use if you have further problems please come back to me,

Best wishes, Kevin

Members For sale & Wants:

For Sale: Volvo 120 Estate seen at Bristol Classic Car Show with For Sale Notice:-

Volvo 122 Amazon Estate 1968. Manual, B18 engine with overdrive. MOT November 2013. Tax Exempt. A very original car and although not concourse condition the bodywork and interior are all very good for the age of the car. Mechanically the car drives very well and is currently being used regularly. New Battery, Plugs and Fuel Pump fitted Feb 2013. £6,500 ono Genuine enquiries only please. Tel; 01300 321193 or Mob: 07541049402 (West Dorset)

Volvo 121 4-door saloon 1966 in Grey - £4,500 or near offer

This tidy little car in Volvo 80-1 Grey has had just 2 previous owners. I bought it back in 2011 and it was in good solid condition with a really nice tidy red interior. The engine was in excellent running order and there was very little to do to bring the whole thing back into use. I decided to do the few repairs to the body that were needed and had it completely re-sprayed as well; all the usual problem areas were in (unusually!) great condition and I only had to replace both inner wing tops (literally the piece that the wings bolt onto) and a small section of out rigger. It now looks fantastic and is going for MOT later this week. The engine runs as sweet as anything, it starts without any problem and ticks over beautifully - there is no smoke from the exhaust either. The interior is in super condition - both seats and door cards; the floor mats are superb, although it could do with a new gaiter for the gear lever; the headlining is like new and I have never known a boot mat to be so good. I have left some work for the new owner to do though as there is no overdrive or servo fitted; the engine has been cleaned but not painted and the dash has a couple of narrow splits in the usual places, but Simon at Brookhouse Volvo can obtain these. All in all it is a genuine car with just 88601 miles on the clock; from the overall condition I would say this is probably correct. Documents are in my name. For further information or to view, just give me (Tony) a call on 01379 678227

Apologies if you have sent an advert for inclusion, these were all that were supplied. Please let me have any for the next issue ASAP by email or in the Post. Many thanks, Kevin

ADVERTS

In order to keep Adverts up to date please can you let us know when you have items no longer for Sale as we will remove anything over 3-4 months old? Items for the Newsletter should be sent to Kevin, via email: kevinprice.vec@btinternet.com or to his usual address

Charge rates for advertising Sales and Wanted items in the club Newsletter and Web Site are as follows:- Current members quoting a valid membership number and year code may place ads free of charge. Non members with private sales pay £10.00 for 2 months publication.

"Trade" pay £25.00 for 2 months publication. Payments for the advert should be sent directly to Colin Hughes (see contact page) and upon receipt of payment the ad will be released for publishing in the Newsletter and on the Website