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Robert Reid winning the Northern BKV with his S60

Forthcoming Deadline

December 2019. Friday 25th October is the last day of receipt of material by the Editor Chris Wickers. Copies will be dispatched at the beginning of December. Copy not received by this date may be held over to the next edition.

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Designed, typeset and produced by Typecast Colour Ltd, Hop Pocket Lane, Paddock Wood, Kent TN12 6DQ

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Sibling Rivalry – page 34 RIV

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WEB SITE: volvoclub.org.uk Do not use on Forums or Gallery

The web site members' section password details for the October issue are as follows:

Notes from the Editor

When you receive this magazine the year's events and rallies will be over with the exception of the NEC Classic Car Show in November – please see the advert in this issue for discounted Club member tickets – as always a massive thanks to Bob and the team for making this happen.

2019 has been an excellent year for the VOC with an increase in membership and numerous successful shows and events including the main National Rally and BKV at Thoresby Hall, along with the Northern and Southern events at Breamore House and Wetherby.

As always articles are most welcome – please email them to clwickers@aol.com

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CHAIRMAN'S CHAT

Bob Isaac Chairman VOC

uring a rare quiet time I was thinking about the muchdiscussed Ultra Low Emission Zone already in place in central London and soon to be rolled out in other major cities. The London scheme will charge £12.50 each day for a vehicle that does not comply. I saw a 13 plate rubbish collection lorry near home that was belching out fumes from the exhaust pipe. I checked the registration number on the web site and it complied.

I used to do about 15,000 miles a year in my 1995 850 T5 estate which included 9,000 just going to work. I have not used the car for work for several years. Now my annual mileage is around 7,000.

I looked at the specs for the new XC60 T6 and the CO2 is about 180 g/km. I looked up what my 850 emissions are but the numbers varied but I think it is around 260 g/km.

If I bought the T6 and did 15,000 miles a year would the total emissions be more than 7,000 in my 850 I wondered?

I did a bit of rough maths and the T6 would put out about 45% more CO2 than my 850. So being judicious with my 850 would not be in my favour if I wanted to go into London on the odd occasion.

My point with this is that if people bought a new car and continued with their normal driving habits do they think they are helping to reduce global emissions because of the sales pitch that modern cars have less emissions? Some of the V40 engines have around the same



Member Des Gardiner has offered the UK registration number V8 VOC for auction as he no longer has use for it. The proceeds will be split between the VOC and his chosen charity P.E.T.A.

This will be done by postal auction and there is a reserve of £175.00 Please send your bid to me, Bob Isaac (contact details page 4) with your maximum bid by Saturday 26th October 2019. In the event of a tie those affected will be contacted. The winner is responsible to pay the transfer fee which is £80 and in addition to the cost of the plate.

The closing date to receive the bids will be Saturday 26th October 2019.



emissions as the XC60 T6 so getting the smaller car does not always make much difference. Some of the current Volvo engines are up to 200 g/km and a hit more

Is the system used to decide what complies and what does not correct and is it fair?

By the time this issue of the magazine arrives with you the annual Classic Motor Show at the NEC will be around the corner. We have some stunning cars on the stand this year so I hope some of you can make it. Six of them are different models of the Amazons. Don't forget you can get discounted tickets using the VOC discount code on the members' web page on the web site or the advert in this magazine.

We are here to help Members with any

Petrol stations have started to put labels on the pumps now that comply with new European regulations showing the type of fuel in each pump.

Petrol is E5 (up to 5% Ethanol); E10 (up to 10% Ethanol); E85 (up to 85% Ethanol) Diesel is B7 (up to 5% Biodiesel); B10 (up to 10% Biodiesel); XTL (Synthetic diesel)

Gases are LNG (Liquefied Natural Gas); CNG (Compressed Natural Gas); LPG (Liquefied Petroleum Gas) ; H2 (Hydrogen).

You won't see some of these on UK pumps yet but if you travel in Europe they are becoming more common in some countries. I have covered the Ethanol issue before and as more information comes in then I will include it here. Drive safely.

Bob Isaac

AT YOUR queries or problems, but PLEASE ensure that your phone call or correspondence is addressed to the correct person to save time. All phone numbers and SERVICE addresses are on the Club Officials page. To formally contact the board of Directors please write to the Company Secretary at the registered office. MANAGING EDITORS RALLIES VOC Board of Directors Nigel Ayling and Jaki Ragg EDITOR VOLVO DRIVER National Chris Wickers LOCAL SECTIONS AND EVENTS Issue content and general items for publication. Jaki Ragg **MEMBERSHIP CLUB INSURANCE** VOC Membership Administration Queries, renewals, address Chris Knott. changes. Tel: 0800 023 4374 PUBLICITY or 01424 205077 Ron Kirby DVLA MERCHANDISE Bob Isaac Claire and Mark Wheelaghan **FINANCIAL MATTERS TECHNICAL MATTERS** Ron Kirby Register Keepers. ADVERTISEMENT SALES & WANTS REPRESENTATIVE Mike Edwards Members' cars & parts. Kay Scott. Tel: 01943 461679 **REGISTER KEEPERS AND EVENTS**

WEBSITE/INTERNET

Bob Isaac

DIARY **Nigel Ayling**

Chairman's Chat | Volvo Driver | October 2019



PRESIDENT'S PRATTLE

Dennis LeWorthy President VOC

ne of the pleasures of living in Devon is that Sue and I are already here in situ to enjoy its pleasures and are not having to mix it with the holiday traffic that heads for these parts. Now nearly everyone comes and goes without problem or indeed causing any but I do wish that those few people who maybe borrow caravans would take a little time to find out what they should do to be able to tow safely. Recently Sue and I were following a large 4x4 that stopped to let another 4x4 towing a caravan to exit from Sainsburys' fuel station. It drove over two lanes and appeared to choose the outer of the two whereupon the first 4x4 started to move forward in the inner lane only to have the car and caravan move sharply back in from the outer lane. As Sue and I were already in the outer of the two lanes we cautiously started to move forward only to have the caravan pulling vehicle move sharply back in front of us. Now sitting behind them it was obvious why the driver had done it, he couldn't see anything behind him as he had no extension mirrors fitted so had a huge blind area behind him. We hoped he reached his destination without incident. Then some fifteen minutes later we encountered yet another in the same situation this time being pulled by, oh dear, an XC90. We just stayed well back until we could make our way safely by. With this type of thing happening it is no wonder that the M5 and the A303 see so many closures. I know I am preaching to the converted but maybe we could all try to influence those people who just don't realise what sort of problems they can cause. OK rant over.

Having just invested in a new computer, this time an Apple, I am having the fun (?) of finding out how it differs from my old Windows Hewlett Packard. Many years of Windows mean that fingers try to do things that Apple doesn't agree with but, ho hum, as long as I keep trying then you will still be able or perhaps have to suffer my epistles of twaddle!

Some of you may recall that for a long time I was employed, as indeed Bob Isaac still is, as an instructor at Hendon police driving school and consequently I volunteer my spare time with Exeter and Torbay Advanced Motorists, a branch of the Institute of Advanced motorists doing what I can to help them advance driving standards. A few months ago the Institute was looking for members who were willing to have a small black box fitted to their car that transmitted to a central recording point where the car was, what the speed limit on that particular road is and what speed the driver of the car is actually driving at. I volunteered! A small black box was sent to me that plugged into the OBD (on board diagnostic) point on the V40. I am not totally sure how the data that is being recorded, anonymously I should point out, is going to be used but I must say it concentrates the mind somewhat knowing that your antics are being recorded. I think that it not only records speed but fuel use and acceleration as well. Now these boxes can be fitted at the behest of insurance companies to young drivers' cars for the benefit of them getting cheaper

insurance and as long as those young drivers abide by the rules then their cheaper insurance continues. If, however, they forget the box is there or just ignore it, then the penalty comes in either increased premiums or possibly loss of insurance cover. My black box is due to come out in September, indeed by the time you read this it will be history, but I can truthfully repeat that it certainly concentrates your mind when you know you are under observation!

I now have reasonable proof that the first one thousand seven hundred miles of road that our V40 CC travelled it obviously did so in an enthusiastic manner! Having bought it with just that low mileage and only three months from

date of first registration, it certainly fitted into the 'nearly new' category. However after having driven for just a little over another eight thousand miles we had to replace the front tyres as they were down to the limit having done just ten thousand miles. Now we have covered a further twelve thousand miles on those new tyres and they are still showing plenty of life indeed they are only half worn so I stand by what I said in that it, the V40 CC, had a somewhat spirited existence prior to us buying it.

Well I have managed to get to the end of this without chucking the computer out of the window which is good news considering how expensive they are. Stay safe out there.



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Volvo Car UK He





123GT - 1967

s Volvo Concessionaires was first Aformed in the UK in 1959 we have recently celebrated 60 years of representing the Volvo Car brand in the UK. That seemed as good an opportunity as any to celebrate our history plus we are currently enjoying the best period of sales success in the last 30 years thanks to the new models and technologies. To celebrate these two milestones we decided to purchase one vehicle from each of the decades we have operated in the UK (or near to it), to add to the P1800 we have owned for the last 25 years. As such the vehicles that are now in the fleet are: • 850T5-R - 1995

•	P1800-	1962	

- 123GT 1967 • C70 T5 - 2007
- P1800ES 1973
- V60 Polestar • 245GLT – 1989
 - 2018

The plan is that starting next year, we will hold regular driving days where customers and brand enthusiasts can experience driving both the heritage fleet and current models back to back. **David Baddeley**

Volvo P1800 Coupe (1950/60s)

Early in 1959, Volvo presented a new Italian designed sports car two years after its predecessor, the fibreglass bodied Volvo Sport, had finished production. The new car was initially also known as the Volvo Sport, but it later became known as the P1800. The production of the P1800 began in 1961.

As Volvo did not have the capacity to build the car in Sweden, the early production was contracted to a company called Pressed Steel who made the bodies, while the final assembly took place at Jensen, both located in the UK.

The Volvo P1800 was based on the floor pan of the Volvo 121/1225, but had a shorter wheelbase. The car also had an entirely new 1.8-litre, 4-cylinder engine which developed 100 bhp. Over the years, the car was developed primarily by the introduction of new engine alternatives. In the autumn of 1968, a 2.0-litre engine with an output of 118 bhp was introduced. It was followed in 1969 by a version with fuel injection and an even higher output.

Our car (480MTT) was manufactured in 1962 and is a UK produced version. The car was restored at the National Classic Car show by the Volvo Owners Club and subsequently purchased by Volvo Car UK in 1994. In 2017 VCUK commissioned the bodywork to be restored by MR King who are a Volvo Approved Body and Paint Centre. The car is once again in excellent condition. If you Google pictures of 480MTT, you will see a vast array of displays starting with a 480GT new car brochure right up to some very recent publications. This is probably the best known P1800 in the UK after the original Saint car.

Volvo 123GT (1950/60s)

In 1956, the prototype of a new Volvo was revealed, which became known as the Amazon in Sweden and the 121 in other markets. It soon established a reputation as one of the sportiest saloons of the 1960s. It was the first Volvo to have a monocoque construction and featured cutting edge safety and comfort. It was the first car with orthopaedically designed seats, a padded dashboard, laminated windscreens and the world's first three-point seatbelt fitted as standard. By 1966, its replacement the 140 series, had arrived but such was the popularity of the Amazon that it hung on, alongside the 140 until 1970, by which time more than 660,000 had been sold.

Our car (AJH123F) is a 123GT, a 1967 special edition 2 door sports version with a 115bhp twin carb 1.8 litre engine. It featured many other design tweaks including door



P1800ES - 1973

mirrors on both sides! It was restored about 15 years ago by the same person that led the restoration of our P1800 at the NEC show stand back in 1994 and owned by him since - he is a real Volvo enthusiast. It also features on the front cover of the seminal book on the history of the model (Volvo Amazon - The Complete Story by Richard Dredge).

Volvo P1800ES (1970s)

The final P1800 variant, the 1800ES, was introduced in 1972 as a two-door station wagon with a frameless, all-glass tailgate. The final design was chosen after two prototypes had been built by Italian design companies. Both Italian prototypes were considered too futuristic and instead in-house designer Jan Wilsgaard's proposal was accepted. The allglass rear hatch of the ES-model proved to be very popular with future designers, as similar designs were used on the Volvo 480 and the Volvo C30. So, it has earned its place in our fleet, as while relatively few P1800ES were ever built, it has left its design mark on the brand.

Our car is a near one owner from new car having been originally sold in the UK to a Swedish couple, who took it back to Sweden when they returned a few years later. So, it was unusually a right-hand drive car in Sweden and was found by VCUK's Managing Director, Kristian Elvefors. The sharp-eyed experts will recognise the wheels in the picture are non-standard, but don't worry as the original wheels are in the boot!

Volvo 245 GLT (1980s)

August 1974 saw the transition from the 140 to a new generation of cars called the 240 and 260 Series.

These new models had been developed from their 140 series predecessor and changes included new larger front bumpers and a developed chassis, featuring McPherson front suspension. It also saw a new 4-cylinder engine series introduced with an overhead

camshaft. Safety was always front of mind for the designers and engineers and so successful were they that the 240 was used as the standard by which safety developments were judged by the authorities in the USA. As a consequence of its long model life, it was twice facelifted for the 1981 and 1986 model years. In the early 1990s the 245 experienced something of a renaissance in the UK with a model called the Torslanda with customers snapping up the last cars when they realised this would be the last 240 after a 19-year production run!!

Our car is a 1989 GLT finished in red. The car has had one driver from new and only covered 43,000 miles. The customer originally had it as a company car, but couldn't let it go, so purchased it from his company. It was then used as a second car for special occasions and family holidays. Always Volvo serviced at Lex Reading, it was well-known to a couple of employees who still work for Volvo Car UK. It was never taken out in the rain and had floor trays to protect the carpets and then carpets to protect the floor trays, this even stretched to protection in the door pockets in case they would get scratched. It's been off the road for 13 years, so is going through recommissioning with the help of the team in Daventry.

Volvo 850 T5-R (1990s)

Introduced in 1992, the 850 was the largest single industrial development project in Sweden's history and it heralded a number of world firsts, most importantly SIPS (Side Impact Protection), Delta Link rear suspension and height-adjustable seat belts. Designed by the same man that had penned the P1800ES, Jan Wilsgaard, it was also the first large Volvo to have front wheel drive. Despite that, it was a seriously good driver's car and as Autocar wrote "Anyone who doesn't know by now that Volvo has produced a real driver's car in the 850, must live on another planet".

Motorsport was a logical step and we teamed up with Tom Walkinshaw Racing (TWR) in Oxfordshire to enter the British Touring Car Championship (BTCC) in 1994 with an 850 estate. Ignoring the criticism of



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245GLT – 1989



entering an estate, it performed well despite the large (stuffed toy) dog in the back. It created a firm foundation that led over the next few years to the 850 winning multiple races, but never quite winning the championship (that came later with the S40).

Our car is the iconic 240 bhp 850 T5-R from 1995 in the best colour – Cream Yellow (registration M5 TSR). There were only ever 440 T5-Rs sold in the UK, as while there was a similar model the following year, the 850R, the T5-R name (and the colour) were never used again. M5 TSR was bought from the Volvo dealer in Birmingham, Lex Birmingham as a 4-month-old ex demonstrator. The same owner then kept M5T SR for its entire life until we purchased it, apart from a couple of years in the early 2000s when it was owned by a friend of his.

Volvo C70 T5 (2000s)

Introduced in 1996, the first generation C70 was designed by 'Brit' Peter Horbury and was built on the 850 platform with separate coupe and convertible versions. Production was a collaboration with Tom Walkinshaw Racing and was built in a separate factory in Uddevalla, about 60 miles north of Gothenburg. The first generation gave way to the second generation in 2006 still built in Uddevalla, but now a joint venture with the Italian design company Pinnafarina. The 2nd generation combined both previous models into one with a retractable hard top that splits into 3



850T5-R - 1995

sections and was based on the S40 platform.

So what is special about our car - well it is a second generation car and does have the best engine, the T5 Geartronic and the ultimate SE Lux trim, but mainly because it was offered for sale as a Selekt Used Car by one of our retailers, Marshalls of Grantham. The fact that a 12-year-old car can still be offered for sale by a franchised dealer is testament to the enduring quality of the build of this model and Volvo in general.

No Volvo heritage fleet would be complete without the C70.

V60 Polestar (2010s)

This is the youngest car in the collection.

In 2013, Volvo unveiled a special, limited version of the V60 called the V60 Polestar. It's a reworked V60 that was developed by Polestar and went on sale in 2014. Apart from a retuned engine delivering 350BHP, the car received a wide range of suspension upgrades which included special dampers made by Öhlins, six piston brakes by Brembo and new swaybars.

Cosmetic changes include custom 20" alloy wheels, a different front and rear splitter and contrasting coloured interior stitching. Two engines and gearbox combinations were fitted, first was a six-cylinder three litre with a six speed autobox, later versions had the new two litre VEP engine with an 8-speed gearbox.

Our car is in the must have colour of Rebel Blue with the later 2.0 engine.



C70 T5 – 2007







Volvo Owners' Club National Rally & BKV 2020 Sunday 12th July 2020

The 2020 Volvo Owners Club National Rally and BKV will be held at the Uttoxeter National Hunt Race Course Wood Lane, Uttoxeter ST14 8BD. This is a new venue for the Club, with the entrance to the site being the same for members and those using the caravan Club part of the site. The usual orange coloured Club triangular signs will be in place to guide you. The Race course is very close to shops and other amenities.

This date is later than normal as we have to fit in with the racing calendar. There is, in fact, an evening meeting on 7th July. The main event will be on Sunday 12th July. As usual the Club will be paying for caravan and camping facilities from Wednesday 8th until Monday 13 July 2020.

- David and Jan Ovenden have once again, kindly agreed to act as marshals for caravans and tents, so please report to them on arrival.
- Dogs on leads are welcome, please clear up your dog's mess, and please bring your own water bowl.
- We will have the usual toilet facilities.
- I am sure Paul and Alison can be persuaded to put on another excellent quiz night for us.



• There are a number of water taps on the site.

Saturday night's entertainment is yet to be determined and will be announced in due course. The meal will be a sit-down meal provided by Uttoxeter Hospitality in one of their function rooms. The cost is £30 PH and the Club will subsidise at £15 ph.

This is the first time in probably 10 years we have put up the cost to members but it should be an excellent evening. On the Saturday night only drinks purchased from the bar can be consumed on the premises. Drinks will be at standard bar prices. Tea and coffee can also be purchased at the bar. Other than on the Saturday night you may of course consume your own alcohol.

THE MENU Mains

- Chicken Supreme, white wine sauce, roast new potatoes, panache of vegetables.
- Roasted loin of pork, braised potato. Panache of vegetables, roast gravy.

Vegetarian Option.

• Wild mushroom ravioli, creamy white sauce and parmesan cheese.



Desserts

- Apple pie and cream,
- Or vanilla cheesecake, raspberry coulis and raspberries.

Some of the menu items contain seeds and other allergens. We understand the dangers to those with severe allergies. Please speak to head chef or Events manager who may be able to help make an alternative choice.

Please order your Saturday night meal through Dave and Jan Ovenden by Thursday 2nd July in order that we can confirm numbers with the caterers. Daren Solly as usual will be providing mobile catering for your refreshments on Sunday.

You are welcome to bring auto jumble to the event. There is no charge.

We will update you as further progress is made.

Would anyone willing to act as a judge on Sunday please email Chris Cardwell with their details.

Further updates to follow in future issues of 'Driver'.

Nigel Ayling, Jaki Ragg Contact details on page 4 of Driver



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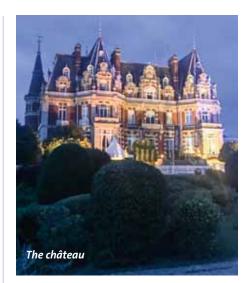


Château Impney Hillclimb (and the naming of Bluebus Solidus)

There are a select number of prestigious historic motorsport events in the UK for which having the right car or knowing the right people are the key pre requisites to taking part. The Goodwood Festival and Revival are probably the best known, but the Château Impney Hillclimb is quickly establishing itself a worthy addition to the list. Last run in 1967 the event was restarted in 2015 and grown every year since. There were 15,000 spectators last year, and probably nearer 20,000 this year, all enjoying some period motorsport in the incredible setting of the Château Impney grounds near Droitwich.

I've been keen to take part for years, and asked a while ago about how to enter. As with Goodwood, you cannot just pop an entry in the post, you must be invited to take part. I don't know why, but this year I was fortunate enough to be one of the lucky ones and I was chuffed to bits when an invite dropped through my letterbox. Would I be interested to compete in my Amazon they asked? My entry was posted back within the hour!

The event runs over two days in June and has 18 different classes with everything from Edwardian aero engine monstrosities and steam cars to pre-1967 saloon cars. Over 200 cars in total took part this year, including me



in my trusty old 1966 Volvo 122s. Two practice runs on the Saturday are followed by two competitive runs on the Sunday, so plenty of time to soak up the atmosphere, chin-wag with fellow competitors in the paddock, and explore the acres of displays, trade stalls and entertainment dotted around the site.

First, a little about my car. A four door Amazon that was a road car until it was converted (by a previous owner) into a rally car to take part in the 1998 Classic Monte Carlo Rally. In fact, the driver and navigator were documentary makers, and made a film of the event using the Amazon as a focus of their adventure. I have the VHS somewhere in the house and it's a very well put together review of the whole event. They failed to finish due to dynamo issues, so the title is (unsurprisingly) "Not the Full Monte". Clever eh?

The car was sold to a chap in Surrey who was competing in historic road rallies but he really wanted a sports car so he sold it soon after to buy a 240Z Datsun. I was the guy he sold it to. It was 2001, and this was the car in which I started my first ever road rally. A long story but we didn't finish due to both driver and navigator errors. The car was fine though, and I had been bitten by the motorsport bug.

That was nearly 20 years ago, and since then I've slowly been working to bring the car into a more competitive state of tune. All period modifications to comply with the strict HRCR class rules, as well as the MSA Appendix K regulations. That way I can continue to take part in historic road rallies as well as sprints/hillclimbs, although I do play fair by declaring the post-1968 spec B20 engine and enter the car in the later 'Post-Historic' classes (a 1966 spec car would normally be in the earlier 'Historic' class). The recent HRCR Speed Series combined with the VOC's own



Motorsport Challenge means there's now a huge number of events we're invited to all over the country, so lots of opportunity to head out and play.

"What have you done to the car then?" I hear you ask. Good question. Inside I have the usual Brantz timer and trip meter, plus some bucket seats to hold us in place when things get a little sideways. A roll cage, plumbed-in fire extinguisher and electric cut off help with safety, and a nice period Moto Lita wheel helps me steer the old bus at speed. I also added a rev counter and large oil pressure light to tell me if things are looking to go expensively wrong.

Under the bonnet I have a B20 engine built by Flok Boer. It's been built for torque rather than outright power and as such displaces 2.1 litres using long throw pistons and a handful of tasty internals that let me run to 7,000 rpm. Power on the dyno during build was around 150bhp with 150lbft of twisty goodness but installed in the car with my exhaust and airbox it now pushes out around 130bhp but the same torque. Running on twin SU carbs (I like the simplicity over Webers) and with a decent 60A alternator providing the electrons it's been faultless. I drive to and from all the events I do, and the car has never (yet) failed to get me home.

At the back of the car I have a standard 4.56 ratio diff with the Quaife ATB fitted. Trying to find a limited slip differential is like trying to find hens' teeth so I gave up and opted for the Quaife. I'm pretty happy with this setup. Springs are fast road progressives, and a set of



Bilstein shocks and uprated IPD anti-sway bars front and rear complete the polybushed suspension. It's probably still a little soft for track work, but a fine compromise considering it also needs to cope with rallies on rough tracks and such like. For rallies I put on a set of steel wheels and standard 165 profile road tyres to soften things up a bit, but on track events a switch to Minilites with 155 profile List 1B tyres with stiffer sidewalls tightens the handling up nicely.

Last thing done was a 'bit of bodywork'. What started as a quick trip to the restorers to sort some rot on a rear wing became a full body restoration, including rebuilding the rotten doors and inner sills. In the end it was off the road all of last year, but the results are worth the wait.

So far this year I have had some success in the HRCR 35 rally where we (Sean McGuire, my Nav, and I) won our class and came 6th overall, and we have an entry into the HERO event at Bicester Airfield later in the year to look forward to. For Hillclimbs, outings to HRCR Speed Championship events at Scammonden Dam, Curborough and Three Sisters are all ticked off, with Harewood, another visit to Curborough and a season finale at Prescott planned to close off the season. Château Impney will take some beating though. Not part of any championship it was simply an event to have a lot of fun.

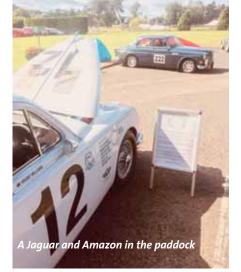
Arriving late on Friday afternoon for scrutineering I found myself in the paddock sandwiched between Roz Shaw's immaculate Alfa Giulia Sprint GT and John Harrison's bonkers Dodge Coronet, with Grant William's well-known ex-Coombes works MK1 Jaguar next to that. The rest of our class were all Minis, all 15 of them, to celebrate 60 years since they first took to the road. I have to admit this was disappointing as it is very difficult indeed to beat a track-prepared Mini in competition with an old Amazon, but I was going to give it a damned good try.

Scrutineering complete, including a lovely event-specific sticker for my helmet, it was

time to walk the course to try to learn a few lines and make sure I went left or right at the appropriate places, then it was food o'clock. A fabulous free BBQ for the competitors was held in the Château grounds courtesy of Longstone Tyres, along with a (not free) bar. My wife had arrived by this time, so we made a few new friends, had a beer or two and sauntered around the paddock admiring the eclectic array of machinery parked up as the sun set. Then the madness began. As darkness fell three of the most remarkable vehicles I've ever seen were positioned on the track in front of the Château to have a 'flame off'. Childish, maybe. Noisy and awe inspiring, most certainly. All 28 litres of the 4 cylinder Fiat S76 "Beast of Turin" was battling it out with 42 Litre V12 of 'Mavis' the Packard Bentley on one side and the incredible blue flames spitting out of the exhaust stubs of the 27 litre V12 of Babs. the rebuilt Pendine Sands record holder. on the other. The word 'awesome' is somewhat overused today, often referring to a nice sandwich or an entertaining film. We need to recalibrate how that word is used. This was awesome. Truly awesome. The noise was indescribable, and the flames were unbelievable. A great way to end the first day.

Did I mention our room was in the Château? Third floor with a view to the front? Seems we were upgraded from the accommodation I'd originally booked, but I wasn't going to ask why. I'm convinced they thought I was somebody else as it was strictly VIPs and sponsor's guests in there all weekend. Marvellous! Should have packed the tweed!

Saturday morning and no alarm clock was needed. I was properly excited, so an early breakfast was followed by the obligatory 8am drivers' briefing before the track opened for the practice sessions. The classes were arranged in age order with the oldest cars going first. Out of 18 classes I was in class 18 (I think mine was probably the newest car there), so plenty of time to walk around and chat with others in the paddock. Everybody was so friendly, and I even bagged a seat in



one of the last chain-driven Fraser Nash GP cars to try it out for size. I'm 6ft 3. To drive that I needed to remove my feet at the ankles as my knees were firmly against the steering wheel. As that rather precludes any heel and toe action there was no way I could drive it even if Geraint, the owner, had let me. A moment to savour all the same. To top it off the BBMF Lancaster flew over to give us a fly-by display immediately afterwards.

As with many sprint events with old cars running there were plenty of incidents through the morning. The marshals show red flags when a car either breaks down or skids off the track to stop the next car from arriving at the scene at speed and making matters worse. Cars are started at 30 second intervals, so two are generally on track at the same time, and if you're rattling around the track and see the red flag you have to stop ASAP and await instructions. Keeps

everybody in one piece but pushes back the timetable as not only does the incident need sorting but the following car has to return to the start and position for another run. A handful exceeded the meagre grip of their 1910 style bicycle wheel tyres and explored the hay bales, others broke down, and one chap on a land speed record lawnmower (don't ask) fell off and broke his arm. As far as I know that was the only serious injury all weekend, so the takeaway is surely don't go stupidly fast on a lawnmower.

Time for my first run. The excellent paddock marshal gave us the five-minute warning so time to warm the engine before driving to the assembly area down by the start line. With all the delays it was noon by now, but nobody cared. When called to the start line I use the tyre warming area to spin the rear wheels to clean them up a little, close the windows, then I'm positioned at the starting gate. There's a beam splitter attached to the front of each car and the start marshal makes sure your car is positioned so it is perfectly placed in the timing beam. A second marshal places a chock under the rear wheel to stop you rolling back then it's car into first gear, check the handbrake is off, and stare at the red light. When it goes green you're free to go in your own time. More staring. Remember to blink. More staring. Green! 5k revs, drop the clutch and I'm off. Breaking the beam starts the clock which only stops when I break the next beam at the finish. We're timed at 64ft to see how well we got off the line, then have a '1st sector' time recorded, a speed trap reading on one of the straights, then the final time for the course at the finish. Lots of numbers to study later, but for now I'm trying to remember where the track goes! Braking far too early for the first 90-degree left hander was frustrating, but safely round then flat out to the next left by the Château.

A challenging corner this one, and faster than you think. I dropped from third to second and found I'd again slowed far too much. By the end of the weekend it was fast in third, and I reckon I still have time to g a i n there if I'm ever invited back!

A long straight with a slight kink then a tight roundabout to a bus stop style chicane and a few open fast bends to the finish. All over in 51.50 seconds and I'm exhausted! Turns out to be a respectable time beating a few minis, but nowhere near the 45 seconds of the leader. Still, it's first practice. I know I can



go faster on my second run.... except there is no second run. A few more red flags in the afternoon means the event runs into the 6pm curfew buffer and being the last class, we're unceremoniously dumped from the running. Not a lot we can do about it, so we call it a day and head off to get ready for the ball.

As I mentioned at the beginning, this is quite a prestigious event. As such all competitors and their 'plus ones' are invited to the Impney Ball on the Saturday night. A fullon black-tie affair, and another excellent chance to make some new friends and rib others over their day's performances. Also, a late night, so I was glad to have a late morning run on the Sunday. Even so, I couldn't have a lie in. Far too exciting (and the PA starts up before 8am). I opened the curtains to see an old Mini on track slowly driving past on two wheels. It was a stunt driver practising for his display later in the day. It's just that kind of place.

Sunday was the competition day, and the crowds were even larger than Saturday. Sunshine and clouds, nice and warm. A perfect day for what was to come. I'd managed to get a couple of tickets for my parents and they came along to watch so more pressure! Not so many red flags this time so our morning run was on schedule and taking some better lines and sorting out the first corner braking area shaved a little time off Saturday's run and I crossed the line with 51.25 seconds. Again, a reasonable time as my target prior to the

Squeezing into a Frazer Nash



event was 55 seconds based on the results of similar cars from previous events (Sunbeam Rapier, Ford Anglia etc.), but frustrating to still be learning the track having had just the one run on Saturday.

I won't bore you with all the details of the day, except to say that a walk around the whole site was fabulous. Loads of stuff going on including tank rides, off road courses, supercars to drool over (including a number of Veyron's and an Aston Vulcan) and Vikki Butler-Henderson running around conducting interviews. She seemed to miss me unfortunately, but I'm sure it wasn't intentional.

This time we did get a second go. At 5pm. Had a much better run this time, using third gear on the tricky second corner and realising there was still a lot more grip than I thought. Could this be taken flat? If only we'd had that extra run!! Managed 50.85 seconds this time, and I reckon I can hustle the old girl round in a 49 something if I had another go. Honest.

Still, that was that, and the results were published within the hour. No class award for

me as the faster minis were untouchable, but out of 202 cars I finished in 122nd position. In a 122 Amazon. Fate?

I packed the tools and spares back in the boot, took off the race numbers and beam splitter, then popped off to shower and change. Gave the car a chance to cool down before the two-hour drive home, which once again went without a hitch.

Fingers crossed for an invite next year as this is possibly the best motorsport event I've ever taken part in. The track is excellent, but I particularly enjoyed the open paddock and conversations with friends old and new. Lots of people keen to chat about the Amazon, some fellow competitors or Volvo owners, and some who simply have fond memories of being in one as a kid!

Finally – I have a name for the old girl. It seems commentators insist on describing these cars as 'solid', and there's no denying it's a bit of a bus to manhandle on the tighter tracks. I've therefore taken a Latin direction and decided to christen her "Bluebus Solidus".

Incidentally, in-car footage from the last run is online on YouTube. Search for 'Volvo Amazon Château Impney' in Google and you'll find it on the videos page.

Damon Green



Volvo Parade World Record Attempt 2020

S adly we did not get the world record in 2019 due to a technicality. The good news is we get to do it again.

V600 and Torque Volvo are planning a new attempt at Bruntingthorpe on 28th June 2020. Please put this date in your diary, further details will be announced once confirmed. ■



HIGH PEAK ESTATE

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JOSH HOEKSEMA'S 780 from the Hague

The National Rally & BKV THORESBY 2019



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The annual Suffolk and Essex event was again well attended with Miles and the team making everyone extremely welcome, and providing the usual array of hot food and cakes, as well as complimentary teas, coffees and cans of soft drink.

It is, of course, very much a social day with everyone chatting to each other as well as the Lookers staff, but one of the highlights is having two technicians on site (thanks guys) who spent their time bringing in members' cars, putting them on the ramp, and having a good visual inspection. Unlike when your car normally goes in for a service/work, on this occasion you can also walk around it and see any issues first

hand.

As for a 24 year old 480? – Pretty much a clean bill of health apart from a front wishbone bush which had seen better days, although still not an MOT failure due to it not allowing any significant movement.

If you haven't been to one of Lookers' days before why not put a reminder in your diary for next August – further details to follow nearer the time. Chris Wickers



URGENT HELP REQUIRED

Are you taking/have you taken delivery of a 'Brand New' Volvo between 1st September 2019 and 15th November 2019? If so would you be happy for your car to be featured in a December article in the Club magazine – if so please email clwickers@aol.com





















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This was our 5th visit to this big show in Cheshire. The show has been going for over 30 years and is one of the main events in many Clubs' calendars. There are over 1,500 cars over the two days as well as auto-jumble stands and trade stands, so we can all stock up on those must-have items and perhaps find a rare gem we need for our much-loved cars.

We had a terrific range of cars over the two days which was responsible for us winning three awards over the weekend. Eric came along for the first time with his C70 soft top, a really nice example and with gorgeous leather seats as well. We hope Eric enjoyed his time on the stand. Julian who has several Volvos brought along his V90 on the Saturday, this is a really nice car and it's not surprising it won an award at last year's National. On the Sunday Julian brought along his V70R in Saffron which is absolutely stunning and it's hard to believe it's 21 years old. The attention to detail that Julian puts to detailing his cars is a real credit to him.

Trevor who always arrives on the Friday to put up the gazebo (thanks once again) was with his 940 estate with over 250,000 miles on the clock and looking as good as Peter who wasn't put off by the Gawsworth rain again joined us with his 480 Turbo automatic and it certainly attracted a lot of attention on the stand.

Ben had his superb Amazon in a very highly-polished red and beautiful chrome wheels, this lovely 2 door always gets lots of attention and was voted the best 2 door saloon on the Saturday at the show. So huge congratulations to Ben.

Paul was also on our stand with his beautiful and multi-award winning 1800 ES in Metallic Gold. This car is one of the best you'll see on the roads today and is a credit to Paul's 20 years of ownership. Not only is this car in amazing condition, a lot of the mechanical work Paul has done himself and there is very little that Paul does not know about these 1800s. (Wait for the emails to start flooding in!) Another car which att-

acted a lot of attention was John's 240 2 door which has been made into a rally car. This certainly was something a little different and all credit to John for getting it ready for the show. John will be the first to admit it's not the most reliable but what a noise from that engine. Awesome!

Lee and Jo Smith and family have been coming to our meetings for the past 18 months and last year they came along in their 1973 144. During the winter the entire family have done a complete restoration on this car and it looks amazing. I grew up with this type of Volvo so it was great to see one restored to such a high standard. It was certainly one to catch the eye at the show.

lan came with his 1988 340 GL with only 26,000 miles on the clock and a really nice interior. This car is going to win many awards in the coming years I am certain of that. Not many around in this condition and with this low mileage.

On the Sunday the stand was treated to

ever following re-

cent cosmetic work.



the presence of a brand new S60 in a gorgeous Red Metallic (don't know its fancy name) – this was brought by Jon from Holdcroft, the Volvo dealers who do such a lot for our section. The new cars certainly draw attention and it's nice to see the newer models line up against their older brothers.

Finally my 960 was on the stand and it was voted second best 4 door saloon on the Saturday so another award for the stand.

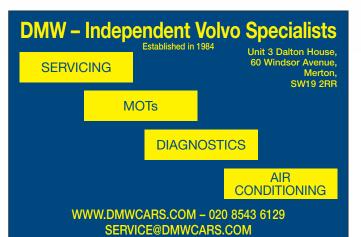
And to wrap up a really successful weekend the Volvo Owners Club was awarded 6th place highly commended on the Saturday for the quality of our stand. When considering the number of stands at this show and the competition we were up against this is really something to be proud of. So another successful show finally closed on the Sunday evening. The weather had been generally kind to us with some nice sunshine and only a few showers but at least we had the gazebo to retreat to and we even had a camping stove so bacon butties and hot coffee were the order of

the day and although I say so myself I think I looked rather fetching in my apron. (See photo above). Once again these events are only successful because of the hard work and dedication of our fantastic section members. So may I extend my sincere thanks to each one for giving up their weekend and bringing their cars and giving so much pleasure to the general public.

And remember if you would like to be part of our section or join us on a Club stand then I would love to hear from you. Contact details

at the front of magazine. **Simon Poole**









A s usual, the Northern Rally and BKV returned to Wetherby Racecourse on the last weekend in July. By request, the caravan and camping rally started a day earlier on Thursday. This avoided the mad rush that is the A1 and M1 on Friday afternoons. In total the rally was attended by 13 caravans and two tents. Despite some heavy rain, the ground remained firm.

There was a social event on Saturday evening with Willy playing his accordion and Robert playing his guitar and providing some very pleasant vocals. The forecast for Sunday was mixed. Everybody was hoping that there wasn't a repeat of the previous year's torrential rain and high winds. In the event, we were very lucky. The rain just missed us, although many day visitors reported

> & BKV 2018

heavy rain on their journeys.

The number of cars was slightly lower than usual, but I think the weather forecast might have deterred some people. The standard of cars though was extremely high and the judges had difficulty in separating some, with only half a point separating best in show and runner up.

> The ladies from the caravan section provided tea, coffee and homemade cakes throughout the day. And the hot sausage rolls and pizza slices that were taken around the show at dinnertime were very well received.

Perhaps it's a northern thing, but it was so nice to walk around and see everybody standing in groups just chatting.

HHK

All too soon it was time to draw the raffle and reveal the winner of 'guess the name of the teddy' which was Micky, correctly guessed by Dean Walker.

The presentations followed, this year performed by John Allam - Best in Show went to Robert Reid with his lovely pale green S60, closely followed by Greg Firth and his red 240. A full list of winners is listed alongside.

Some of the caravanners remained at Wetherby for a further week and a group of about 30 enjoyed a fish supper on Monday evening. As always there are lots of people to thank. Di, John and Mary Pool for organising the event, the ladies of the Northern Group Caravan Section for keeping everybody fed and watered throughout the day and for organising the raffle, and Chris Wickers and Dave Ovenden for judging all of the cars.

The event would not be what it is though without the people that attend, some







travelling many miles to the event. Their generosity raised over £300 which will be donated to Yorkshire Air Ambulance and MacMillan Cancer Support.

We will be back at the Wetherby Racecourse next year and look forward to seeing everybody again then.











Class Winner			Runner Up			2 C		
1	PV							1 TO XA
2	120							1.
3	1800							7
4	140/160	Blue 144	JEO 391H	Raymond Barker				
5	200	Red 240	G688 LWB	Greg Firth	Silver 240	K325 KNV	Kevin Devine	24
6	300/66	Gold 340	F763 FUA	lan Wilkinson	White 340DL	D426 KWX	Jonathan Grosvenor	-
7	400	Red 480ES	N128 DTP	Margaret Cantle				2 0
8	700/900	Blue V90	R57 YAJ	Julian Woski	Red 960	N871 VVR	Simon Poole	•
9	S/V40 (96-04)	Green S40	OV04 EOH	Colin Jolicoeur				
10	P1 Platform	Red C70	CK02 DAZ	Darren Broadbent	Blue S40	PF11 EJC	John Ogden	
11	P80 (Phase 1)	Green 850	P424 UPN	Erick Dicken	Silver C70	J200 DRP	Di Pool	
12	Phase 2	Green S60	S2 RUR	Robert Reid	Black XC90	LB55 ADZ	Kevin Rowley	
13	Phase 3	Silver XC60	WJ15 EFB	John Denmead	Silver XC60	FP16 YWE	Jean Cole	
14	SPA	Blue V90	KX68 NWR	Steve Spencer				
15	Non Standard	Red 960	M356 AVG	Robert Fox	Red 740GL	A12 BKV	Pauline Seaton	

BKV Winner	Green S60	S2 RUR	Robert Reid	
BKV Runner Up	Red 240	G688 LWB	Greg Firth	

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THE GREEN ELKIE

Meet "Elkie", my Dark Olive Pearl Volvo 850R from 1996 that is basically the replacement of an American 5-litre 421bhp V8 Coupe that I had (but let's not talk about that!). This one is so much more interesting and it's a Volvo!! She will join Grandad and some have already suggested she's the young and hot girlfriend while we are trying to figure out where Grandma is.....more on that subject in a later article!

Having always wanted an 850 T5-R or an R, I "somehow" found myself looking online in both Germany as well as in Sweden for either one of them when this particular



example caught my eye. Several times! Among some superb, like new, with only around 2000 miles, yellow T5-R's for well over £35k – yes, this is Continental Europe and used cars do cost a "bit" more than in the UK but to pay £35k for a used 850 T5-R, even if factory fresh, would be a bit silly to say the least. Perhaps £25k would have been a more realistic price for it. In Germany a nice T5-R, although with high mileage, will easily set you back £15-20k. Sadly many are manuals and heavily tuned.

Anyway, there I was, thinking forwards and backwards for a couple of weeks before I





finally decided to contact the dealer selling it in northern Germany. A day later I drove some 250 miles to have a look at a 23 year old 850R and the first impression was wow! I haven't seen an 850R in years so it was really nice to be up close and personal to a very fine example of one. The garage owner had a yellow T5-R himself but with a "slightly" rebuilt and tuned engine producing around 400bhp – but it was not for sale!

This particular 850R was originally bought new in Barcelona for 6.8 million Pesetas (approx. £36k or €41k!) in 1996 and then kept there until 2015 when it was imported to Germany. What is the most amazing thing is the fact that the car came with documented proof that it had only done 46k miles since new (or 74,000km). An amazing number for its age. That means it had only rolled around 2,000 miles a year. Even more amazing is that even after import to Germany, the mileage per year didn't change. Perhaps it was a 2nd or even a 3rd car for any of the 2 previous owners? Another bonus was the stack of history that came with it, including the original sales receipt!

Elkie, my new 850R will probably keep me smiling for many years to come, unlike the car it replaced which actually really never gave me the thrills!

So let's have a look at this and inspect it properly. Inside was pretty immaculate to be honest. All electrics work as they should. Seats were in superb condition and as comfortable as ever in a Volvo! It does have some wear and tear and that was expected but nothing that can't be sorted.

Outside was a little worse off. A scratch here and there, very few stone chips however. Straight and no door dings. (bonus!) Sadly it has seen some paint damage but also this is expected on a car of this age. Later I did find out that every panel bar the roof had been keyed... oh well, it happens unfortunately. Good thing I know a very good car painter! The wheels are all 100% original and don't even have a scratch on them and no, they have not been fixed/powder coated over the years as they show signs of the weights being put on the outside.

Engine. OMG! Looks like you could eat your dinner on it. Super clean and everything looking just as it should. A big plus in my book. Fired it up and straight away it brought back some sweet memories from 1998 when I bought a 1995 2.5 GLT (170bhp). Love that 5 cylinder sound! Also, no huffing and puffing from the dipstick pipe, as in no issue with the PCV. The gearbox oil was perfect too.

Off out on a test drive into the German landscape. Came back after an hour on the road, all...what's the word....excited! The engine and auto gearbox runs smoothly, its fast, quiet, smooth and everything works as it should. The dealer then offered to have it raised so we could have a look underneath. Obviously I jumped at the idea of that! Happy to say no oil leaks anywhere. Nice and clean too.

So I bought it!

But here you can't just buy and drive it home. You need insurance, plates and



registration documents too because registration plates belong to you, not the car. They are simply assigned to a car. So while I waited for the car papers to arrive from the dealer after having paid for it, I reserved a great number plate online and before anyone asks "are they private", yes and no is the answer to that. All German number plates are in theory all private as you can select what you want within some rules. For example, the first letter(s) you can't change (as this denotes where the car is registered) but the rest you can. So in this case the "BM" means Bergheim. It's simply where the registration office has its base. The rest was pure luck as it's highly unusual to find these short ones like I did. No you can not have "850 R" on the plate as it has to be a letter first, then numbers. Cost of a "private" plate in Germany? €17.80 here by me.....I shudder thinking what a plate with "R 850" would be in the UK!

Anyway, after having received the previous owner's car papers and having an "electronic insurance number" (no need to have a cover note but instead



something similar to an airline booking code) I set off to the registration office and 45 mins later I was set to go and collect my R. But hey, not that easy. How do I get to a place in the middle of nowhere so far away? Plane, train, lift by friend or rental car. The latter was the solution and also the cheapest and quickest.

So barely 3 hours after having my plate made I was there to collect my R. Too many coffees and a lot of chit chat later I was finally on the autobahn heading south with that needle pointing at a steady 80mph, with the occasional stint going a bit higher (a bit being conservative, this is Germany after all). Happy to say that the turbo kicking in could easily be felt at high speed too. Couldn't wait to get home to start work on it. But the 2.5 hrs drive also gave me a great idea of how the car behaves, what needs doing etc. It also returned good mpg on the way home. A big surprise having heard so many horror stories, saying that it still was a lot better than the car it replaces!

One big negative point and with a bit of disappointment I learned from the dealer that he had only one key and no remote! In the end it turned out that he actually had all three keys but no

remotes. Well, I bought two brand new remotes from Volvo (at €115 each!) and with help from a close friend managed to programme them myself to the car in seconds.

Those of you who know me well know that I am a bit of a perfectionist and want my cars to be like new, even if they are not and certainly original. My 780, Grandad, who many of you have heard of or even seen, is a prime example of this and is now better than new! So the R will be treated to a long list of things. Won't be perfect but quite a bit better by the time I am done with her.

So after a lot of cleaning and figuring out why the new battery lost power within no time of removing the charger (dead cell in battery + alternator showing signs of dying), again with help from friends, it was off to the Volvo garage to be looked over and sort whatever needs sorting.

So they have now sorted a new Volvo original battery, new alternator is in, oil + filter, air filter, new track ball joints + wheel alignment, spark plugs, coolant, brake fluid (discs and pads were already done so was AC service), cam belt, tensioner and water pump as well as new gas springs for boot lid and wipers the car was ready.

Wow. What a difference it has made! Result!

Now it's off to my painter (same guy who helped me with Grandad's rear side window holders) to go over the paint work as well as applying wax to the underside of the car. Hopefully he can do his work on Elkie before I go on a trip to the UK which is coming up and instead of using my normal car (an OOOO, sorry) I'll use this and get a good feel for it during the 800 mile round trip to Essex from Cologne.

Elkie, my new 850R will probably keep me smiling for many years to come, unlike the car it replaced which actually really never gave me the thrills!

I would also like to take this opportunity to thank those friends who have helped me immensely over the years and who are either Volvoholics, work with, or have worked with, Volvos for many years and have a vast field of experience. You know who you are. Thank you!

Patrik Levén







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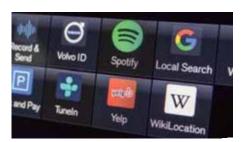
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VOLVO NEWS







Volvo adds 'big data' to every new car it sells in the UK

- Volvo Car UK makes a major advance in in-car connectivity, information, entertainment and safety, installing a data SIM card as standard in all new models
- Vodafone SIM card allows car and occupants to be fully connected, with a WiFi hotspot, access to apps, real-time traffic information and safety alerts
- Access to up to 100GB of data, independent of the user's own SIM-enabled devices
- Operation is seamless across 42 European countries and territories
- Enhanced connectivity is available for up to 12 months for no extra charge on top of the car's initial purchase price
- Initial usage contract lasts one year, after which the customer has the option to extend the agreement and continue to use the service by way of purchasing a data plan from Vodafone
- SIM card available on all Model Year 2020 Volvo models, with a simple retro-fit option for those already purchased

Volvo Car UK is boosting its in-car connectivity offering by fitting a data SIM card as standard to all its new models. The feature is being introduced on all Model Year 2020 cars today, and can be retro-fitted with ease to any that have already been delivered to customers.

The SIM card allows the driver and their passengers to be fully connected at all times, with access to 100GB of data for up to one year, making this the longest and most generous Vodafone plan currently offered by a car maker in the UK. What's more, this facility is available for the first 12 months for no extra cost on top of the car's initial purchase price.

Operation of the SIM card, which is supported by Vodafone, is independent of any of the occupants' own SIM-equipped devices, so there is no impact on their personal or business data usage, or device's battery charge.

The provision of an integrated SIM card

brings multiple benefits in terms of access to entertainment and information apps, Real Time Traffic Information (RTTI) for efficient journey planning, and cutting-edge connected safety services. Users also benefit from a stronger signal while on the move, since reception is through their car's antenna.

The SIM card creates an on-board WiFi hotspot that can be used by up to eight devices. This makes life easier and more enjoyable for everyone on board – especially those customers with children, who can keep themselves entertained on long drives by streaming music or movies, or playing online games. It also gives seamless access to all the native information and entertainment apps that are built into the car's Sensus touchscreen system, including Spotify, TuneIn, Google Local Search, Yelp, Park and Pay, Record & Send, Glympse, Weather and WikiLocation.

It allows Real Time Traffic Information to be gathered and viewed on the navigation

screen, keeping you up to date on incidents and delays, and provides efficient re-routing options for your programmed journeys. Further convenience is provided by over-theair updates for the Sensus system's navigation maps and apps.

Automatic roaming covers 42 European countries and overseas territories, so performance is uninterrupted on any long, cross-continental drives.

As part of Volvo's industry-leading commitment to safety, the SIM card also enables alerts to be received and transmitted when a similarly connected (Volvo) car's hazard lights are triggered nearby, or slippery road surfaces are encountered. By sharing information in real time via a cloud-based network, Volvo cars can give drivers early warnings about potentially dangerous conditions ahead, reducing the risk of an accident.

For customers who have already taken delivery of a Model Year 2020 Volvo, the SIM card can be installed at the next workshop visit upon request, or they can contact their retailer to organise a convenient time for the necessary work to be done.

Kristian Elvefors, Volvo Car UK Managing Director, said: "Being connected is a hugely important part of modern life, and in-car connectivity brings a whole host of benefits in terms of entertainment, information, journey planning and safety while on the move. By fitting a data SIM card to every new Volvo, we are ensuring that our customers can enjoy the cutting-edge technology in our cars to the full, while also making their lives easier and more enjoyable."



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Fuel consumption and CO_2^* figures for the Volvo Cars range, in MPG (I/100km): WLTP Combined 26.2 – 176.5 (10.8 – 1.6)**. NEDC CO₂ emissions 192 – 38g/km**. Twin Engine WLTP electric energy consumption 3.1 – 4.1** miles/kWh. Twin Engine WLTP all electric range 22.4 – 36.7** miles. Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. *There is a new test used for fuel consumption and CO₂ figures. The CO₂ figures shown, however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration. **Preliminary data. Please contact your retailer for latest information.

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The Club has a very extensive on line Forum, which at the time of writing has over 39,000 people registered. It provides a wealth of information for all Volvo Owners and covers a considerable amount of technical problems and issues which may occur, (at time of writing it has over 72,000 threads).

If you would like help or are unsure on how to access this valuable facility then please contact me (Chris Wickers) and I will gladly forward you a copy of an excellent article by Mac MacFarlane which explains how to do it.

Just in case you are in any doubt whether it would be of interest to you, the forum is divided into the following sections for technical advice:

 PV/120/1800
 140/164
 200
 300/66
 400
 700/900

 850/S70/V70
 (96-99)
 C70
 (97-05)
 S/V40
 (96-04

 S80/V60/V70/XC70
 (00-07)
 S/V40
 (04-)
 C70
 (06-)

 C30
 (07)
 S80
 (06-)
 V70
 (07)
 XC60/XC90
 Performance Cars

 LPG
 Conversions
 Diesel Engines
 Towing and Caravans

If you can't find an answer to a particular query, why not just ask? You may be surprised how quickly you get a response (and as I have found personally, how much money you may save!).

All articles found in Forums under relevant series articles

- V70 Engine rumble and bad fuel smell. S80 '06> / V70 '07> / XC70 '07> General.
- Adding 2 Stroke oil to diesel in a 2007 185 XC90
 Technical Topic Diesel Engines
- Body/Trim: Fuel flap unlock failure.
 S80 '98-'06 / S60 '00-'09 / V70 & XC70 '00-'07 General
- Driving in mud! S80 '06> / V70 '07> / XC70 '07> General
- Stop start stopped working.
 XC60 '17> / XC90 '14> / S90 & V90 '16> General
- Clunk when engaging reverse gear.
 S80 '06> / V70 '07> / XC70 '07> General.
- V50 Engine 2.0D : V50 engine strange fault/behaviour.
 S40 / V50 '04-'12 / C70 '06> / C30 '07-'12 General

WWW.VOLVOFORUMS.ORG.UK

Devon/Cornwall Section

A member in Cornwall would like to start a Cornwall /Devon section in the St Austell area.

If anyone is interested in going to a monthly meet, could they contact me by email so we can gauge the interest. ron.kirby@volvoclub.org.uk

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GEOFF'S JOTTINGS

Geoff Arthur

w.g.arthur@btinternet.com

When you write for a bi-monthly magazine, you do not expect a great deal of feedback but I am pleased to say that some of you do get in touch and it is quite apparent that you really like it when I tell you about my misadventures. With that in mind I will sometimes share other events with you and this time it is about two moments that could have been so very different.

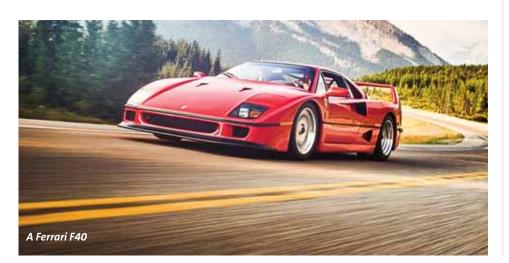
Having been bitten by the car bug at an early age and gone on to buy my first, an Austin Seven Ruby, at age twelve, I didn't initially have any interest in motorcycles. Volvo clearly shared my thinking as I cannot find any reference to them making one. For me this lack of interest changed when I was given a Flying Flea by my older brother. This was the name of a lightweight motorcycle developed by Royal Enfield in 1939 for the War Department and officially known as the WD/RE. The bike was often dropped by parachute in crated form for use by soldiers fighting near the front line. It developed 3.5 bhp from its 125cc two-stroke engine with a three-speed hand gear change and girder front forks with a large elastic band for springing. After the war many Flying Fleas were converted for civilian use and mine was almost certainly one of those. Its diminutive power gave it a very useful 130mpg figure and I became quite skilled at riding it off road

Eventually as I neared the point when I could apply for a driving licence I replaced the Flea with a Triumph Tiger Cub, a much more modern machine and one of the



quickest you could then drive on a provisional licence with 14.5bhp on tap. This bike was stylish and good to ride but threw oil out at every opportunity and once put into service on a daily basis for my 24 mile roundtrip to school, it kept going wrong.

As soon as I passed my test I sold the Cub and bought a 1949 BSA B31, a quite oldfashioned machine that had covered a staggering 240,000 miles with its original owner who was a South West Electricity meter reader. The B31 was not especially quick for a 350cc having just 17bhp and I think quite a lot of that power had escaped over the years but it was incredibly well made and reliable. It always started and would happily achieve 100mpg if driven



carefully on a long run. After a few months I decided to rebuild the B31 and managed to buy another, slightly older one for a tenner to use in the interim (you would need at least £6,000 to buy one today).

One hot, Cornish summer evening I drove out to see some friends and spent time drinking coffee and chatting, eventually deciding to return home at 1am. As it was such a pleasant day I had gone out dressed in jeans, a T-shirt and a pair of Doc Martin boots and no protective gear. It was a bit cooler now but ok for the ride home until I got stopped by a police car and asked what I thought I was doing. There was no law at that time requiring a crash helmet but the copper, having established that I had not stolen the bike, gave me a major lecture on the risk I was taking and I really had to agree with him. Two weeks later I repeated the same return journey at the same time of night but this time fully kitted up with jacket, gloves, crash helmet etc. and it was just as well I did because as I applied the brakes to drop down into a 30 mph limit, the bracket holding the rear brake drum sheared off, locking the rear wheel and giving me no choice but to part company with the machine and decelerate on my own. I was quite bruised but otherwise unhurt and I have always worn full kit ever since. I currently ride a 1983 Moto Guzzi V50 Monza, a lovely 500 cc V twin machine that develops 50bhp and has triple disc brakes

and my favourite bike improvement, a starter motor, instead of the dreaded kick start.

Another brake event came many years later in 1997 and related to a Ferrari F40. It belonged to a customer who was not short of a shilling, the previous week we had been working on his new Ferrari F355 and he had been overtaken whilst driving it on a track day so he went out and spent £1,000,000 on the F40. We added a variety of creature comforts and upgrades to the very spartan machine and I then took it for a test drive with the owner's instruction "give it some beans". It was mid-morning on the "Hogs Back" road to Guildford and there was no traffic so I did as instructed and was enjoying what was effectively a Formula 1 car in road-going guise. Up ahead in the distance I could see a car in the inside lane but it was going very slowly and did not concern me until as I got closer, it drifted into the outside lane without signalling. I stamped on the brakes. Nothing happened! I pushed very, very hard on the pedal and just as I was about to obliterate a Honda Civic



It was mid-morning on the "Hogs Back" road to Guildford and there was no traffic so I did as instructed and was enjoying what was effectively a Formula 1 car in road going guise.

BSA B31

with a million pound red wedge, the brakes bit and nearly bust my ribs with the deceleration. The elderly Civic driver was overtaking an even slower car that he had suddenly noticed in front of him and clearly without reference to one of Italy's finest bearing down on him. I drove back to the workshop very gingerly and it was only later on in the day that the F40 owner phoned to say "oh by the way, the F40 has race pads fitted so you need to keep them hot". I thanked him for the advice. An F40 lacks both a servo and ABS and that is really quite bonkers for a road legal car. I am a wimpy motorcyclist because I know what it feels like to come off so I take no chances. When I do drive briskly, it is in a lovely Volvo full of technology to keep me alive and truthfully, I prefer my V60 T6 to a Ferrari F40 thus saving me around £990,000.

That's all for now folks.

Any opinions expressed in this column might be those of the author and should not be assumed to be those of the Volvo Owner's Club. (Ed. Geoff seems to have had an adventurous motoring past).

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Can you compare an XC40 with an XC60 with a V60 with a V90 with an XC90? Assuming you can, which is best? We took all of them to Longcross in Surrey to find out.

We arrived at the World War Two airbase of Longcross just after the rush hour. Cloud cover is a not-quite-uniform grey. Longcross is within a mile of the M25, and straddles the M3. It looks like a racetrack lost in a forest. The Volvos start to trickle on to the apron in front of the old control tower. The rather wonderful Fusion Red XC60 D4 is followed by the Brilliant White XC90 D5 with the twotone XC40 T3 in delicate Amazon Blue and White tagging along behind. Then the V90 D4 makes its entrance. It's an eye-catching car, in Passion Red, complete with R-Design-spec silver door mirrors. And we already have the V60, quietly-handsome in Denim Blue.

XC40 T3 Momentum Pro

The 154 bhp T3 Momentum Pro manual lists from £29,160. KT18 ZKR was £34,960 including options, making it the cheapest car here by around £10,000. It's also the only petrol car. The Amazon Blue adorning most of the body was free, but the Ice White pack with a white roof, white door mirror caps and white-ish 19" 5-spoke alloys costs £700. We thought the eggshell paint scheme might look a bit weak in the photos. It's rather lovely, although dominated by the red XC60.

Khoi: Sure, the engine was only a 1.5-litre petrol, but it handled the weight of the car pretty well. At no point did the engine feel underwhelming. Driving the XC40 was quite an exciting experience.

Martin W: The most responsive steering of the cars here. I think I would specify a more powerful engine and probably an auto. My favourite of the five because it was the most enjoyable to drive. By far the best use of interior space.

Nigel: The small engine meant you had to really stir the gearbox to get the car moving although once on the move it was surprisingly quiet. Some funky additions inside and out. Overall, my favourite car of the group.

Martin T: Volvo's first car based on its CMA architecture. It's good. Its ride is smooth. And it's fun. The XC40 makes me smile. Passion is a much over-used word, but clearly there was plenty of it going around during the XC40's design process.

XC60 D4 R-Design

The 187 bhp D4 XC60 D4 with AWD and an automatic gearbox in R-Design trim lists from

£40,020. KK18 RYR was loaded up to £45,845.

Martin W: Good to drive and more agile than the XC90.

Nigel: Not as big and lumbering as the XC90 and the punchy engine meant it could be hustled fairly rapidly, pulling strongly from low revs. The high driving position also made for a comfortable drive.

Khoi: The XC60 and 90 were both aesthetically pleasing but the XC60 looked better. Also, the XC60's red was gorgeous. As much as I dig the design of these Volvos, I found them to be too similar. Unless you put all the Vs or all the XCs together, it's hard for you to distinguish among each model line.

Martin T: This automatic gearbox is much better than the clunky manual version. It completes an excellent family car.

XC90 D5 R-Design

The 232 bhp XC90 D5 R-Design starts at a not-inconsiderable £54,485. KT18 GMZ came to £62,660 including £2,150 for Active Four-C dampers with air suspension. It's the most powerful, biggest, most expensive car here. How would that translate to ranking?

Martin T: Pushing the knurled wheel for Dynamic really made a difference with the Four-C dampers. The modes seem a bit



gimmicky on the other cars, limited to throttle response, gearchange triggers and steering weight. But the big XC really hunkered down on its springs, and felt much tauter.

Martin W: Big and lumbering and with that engine/gearbox combination surprisingly sluggish off the line for the first few seconds, even in Dynamic mode. The hybrid XC90 is better for me, the extra power made the excesses seem justified and made it more enjoyable and interesting to drive. This was excessive but no fun!

Nigel: XC90 – Although I scored it low, I did like this car, especially the paddle shift that made it very easy to drive quickly. It was also easily the best-appointed car inside which would make it a nice proposition for long journeys. But towards the end of the day I noticed that it did roll a little in corners when being pushed on.

V60 D4 R-Design

The 187 bhp D4 V60 R-Design starts at £36,610, the second-cheapest list price here. But KW18 XTX's extras take it to £45,390. The V60 is arguably the most handsome member of this good-looking family. It's suave, understated but purposeful from sculpted jawline to strong shoulders. Metallic Denim Blue doesn't do those lines any harm at all. It's worth ± 650 .

Martin W: Nice, if a bit dull, but refinement (road noise particularly) disappointing for this type of car.

Martin T: After living with the V60 for a few days, I can't fault it in any serious way as family transport. More importantly, KW18 XTX's understated style enabled me to live out some suburban Bond fantasies with four doors and a big boot. No more needs to be said.

Khoi: The interior is clean but lacks that feeling of luxury on its V90 big brother. The infotainment system decided to ignore the presence of my phone and connected to Nigel's in the V90, channelling "Sweet Home Alabama" every time I got close. The V60 looks tough, but not steroid-overdosed like, let's say, a BMW. Volvo's current design team really make me want to own one of their wagons. Using the unresponsive paddles is a pain, though. It's best to stay in auto and stroll along.

Nigel: I did enjoy driving this car. It's very comfortable, quite spacious and well appointed. But against all the other cars we looked at, this one inspired me least. Perhaps it didn't have anything to make it stand out from the other cars – no super gadget or feature. A pity really, as it was a genuinely good car. And what's wrong with "Sweet Home Alabama"?

V90 D4 R-Design

The 187 bhp V90 D4 R-Design is available from \pm 40,760. KW18 XSN came to \pm 45,010 with options. Passion Red is free.

Khoi: The best of the bunch. Driving the V90 was thoroughly enjoyable. The D4 offered effortless power, although the turbo does take a bit of time to kick in. Steering felt decently weighted. The interior is neatly designed with a certain feeling of luxury. Everyone in the car will have a good amount of leg space.

Martin T: A magnificent land yacht of a car. As with the XC90, its interior feels a little more premium than the 60, due to subtle but clever differences such as the leather wrapped around the centre console tray. But the V60 can do everything the 90 does, for less. The 90's extra bulk makes itself felt around tighter corners.

Nigel: This has everything going for it space, appointment and speed. As soon as I got in the car, I felt very relaxed. I think I could travel very quickly on motorways and A roads with little or no fuss. Its size might make B roads a little more challenging, although I like that kind of challenge. It struck me as a very well thought-through car. It ticks all the boxes for me, as a large family car that can also be hustled.

Martin W: Nice but dull. Same as the V60. So, four drivers with some very different thoughts from the day. Five points were awarded by each driver for their favourite, 1 point for their least. After some debate and many changes of mind, this is how it finished:

1.	XC40	19 points
2.	XC60	16 points
3.	V90	12 points
4.	V60, XC90	11 points



The XC40's infectious spirit and clever interior resulted in a clear win. It wormed its way into our affections more than any other car here. It's also the cheapest. The XC60 is a great allround family car with no small amount of style, and deserves second place. There's nothing to separate the V60, V90 and XC90. The XC90 suffered from its size (big and lumbering was mentioned more than once) and price, the two Vs because of a perceived lack of character. So those three are also-rans here, but are nonetheless all extremely likeable cars.

Thanks to Volvo UK for the test cars.

Words by Nigel Chadwick, Đỗ An Khôi, Martin Tilbrook and Martin Wilkinson. Photography by Jonathan Jacob.









This event which is now in its 28th year is held in the beautiful grounds of Kimbolton Castle in the small village of Kimbolton in rural Cambridgeshire – just a short hop from the A1 or A14. During the week the venue is a private school but for one Sunday in July the grounds are used for this show. It is a joint venture between the Rotary Club of the Castle and the Sporting Bears Motor Club and raises a significant amount for charity.





There are various stalls set out in the grounds selling various crafts, gardening, food and motoring related items. In the main event arena there is a programme of shows which invariably includes a loud Civil War re-enactment performed by Sealed Knot. This year also included the Guido Louis equestrian stunt show. On the live stage there was dancing and a rock band, last year we had some New Zealanders doing the "HAKA" not



quite as impressive as the 15-20 man rugby team but still good. One area is used for children's entertainment and another area for food. Inside the castle there are various craft stalls. The rest of the grounds are turned over to the classic cars and as usual the grounds were full of cars. To cap off the event there was a Battle of Britain hurricane fly-past.

This event has traditionally been the venue for 1800 owners to have their national







Country Fayre and Classic Car Show



gathering, and it is always an aspiration to get 18 cars there but it has been a few years since we achieved this. This year there were a number of factors which kept numbers down, the weather was overcast and unpredictable although it did remain dry for the event. This was also the day of the World Cup cricket final – which England won – and the Wimbledon men's final. Despite these competing events we did get three 1800 cars; and we had an



example of each of the three models. We had a 1963 P1800 (Jensen model) in red owned by Chris and Sheila Williams, I had my 1963 1800S, also in red; and finally Chris Shaw made up the threesome with his white 1800E. Chris had a breakdown on the way but quickly traced the fault to a fuel pump connection and was back on the road in under 30 minutes – well done Chris, not sure we'd be able to do the same with our new



cars. Stuart Taylor also joined us with his green 850 T5-R estate. We all had a good day and it was good to chat to other fellow enthusiasts in other clubs. If you are an 1800 owner please keep an eye on www. kimboltoncountryfayre.com for next year's show; let's try to get at least 18 cars there. I've been attending this show for many years and I think 18 was the record one year.









D-DAY75th Anniversary Fly-Past

Wednesday June 5th 2019 was the 75th anniversary of the invasion of Northern France by troops from the UK, US and Canada. It was the largest military naval, air and land operation ever attempted and marked the start of the campaign to liberate Nazi-occupied north-west Europe.

D-Day involved the simultaneous landing of tens of thousands of troops on five separate beaches in Normandy. More than a year in the planning, D-Day was originally set to start on 5 June, judged to be the most likely date to combine calm seas, a full moon and low water at first light. However, storms meant it was delayed by 24 hours to 6 June. Airborne troops were dropped behind enemy lines in the early hours, while thousands of ships gathered off the Normandy coast for the main attack. Though they were expecting an invasion, German military leaders believed the initial attacks were only a diversionary tactic. That surprise element helped British troops establish a foothold on a beach codenamed Gold. In addition, Canadian forces established themselves on another beach – Juno – and the British charged onto Sword beach. American soldiers also managed to land on the westernmost beach – Utah – without major casualties. However at nearby Omaha beach, the US force suffered serious losses.

Being of 'that' age we wanted to be a part of this memorable day but Duxford, the airfield where the fly-past was due to begin, is too far for us to consider. However, the planned flight of lots of wartime aircraft to Normandy to continue this anniversary was interesting. The 'net gave details of aircraft timing, and their planned route over Eastbourne was notable in having prominent vantage points from which to see all. This was very important as it is extremely unlikely there will ever be this number of wartime Dakota parachutist-carrying aircraft in the



sky at the same time again.

Beachy Head is the high chalky downland west of town along the south coast, so we decided that, to be sure of getting a decent vantage point up there we ought to eat early. At Polegate I remembered a good café along the east-west route I took when collecting Volvos so we had a nice early lunch. We'd never been up to this well-known national park before (surprising as we'd both lived in the south all our lives) so followed the helpful brown signs after checking out Colin's grandparents former bungalow in town (as you do...).

Traffic after midday on our climb was steady until we were guided into a temporary grassy area overlooking Eastbourne, where we were just 4 rows from the front – no need to even get out of the car to see the bay, excellent! I noted the route the expected flypast would take, and concluded they would be more over town than the higher parts of the downs to our west. There were uninterrupted views all round anyway so we thought we should be OK, but as we were ahead of the scheduled fly-past time of 2.20pm decided to walk up to the visitors centre about a mile further along.

We passed a couple of car parks nearby which were almost full, so crowded facilities but very informative: the town had obviously put a lot of money and thought into designing this building. One audio/visual display had models of the birds likely to be seen on the cliffs for the children, where I learned that a jackdaw sounds like a barking dog! Then one of the staff announced that the fly-past had been delayed two hours due to a late VIP in France, so we decided to walk further towards the southerly headland. Reemerging, the roads had suddenly become almost gridlocked so we were pleased we'd





parked where we had. Some period vehicles had parked where they could, including a magnificent Wolseley Hornet which the uniform-attired former major owner said he never takes to shows as it's his everyday car! The 1941 Dodge truck is a bit more thirsty to run - the owner said it never exceeded 8mpg! The just post-war Riley saloon was also in really fine condition.

After some healthy exercise to what appeared to be the site of the wartime listening posts, we found a large plaque commemorating the role the Royal Observer Corps (an organisation close to my heart) played during the war. A careful walk to the cliff-edge path suddenly revealed the famous lighthouse just beyond the base of those chalk cliffs. However, it was a bit breezy so we didn't venture any closer after the obligatory photographs.

On return to Colin's trusty Volvo 740 we listened to South Coast Radio to find out more on the fly-past timing, so heard when the last of the paratroopers had boarded the aircraft at Duxford and they were taking off. Some 20 minutes later the now masses of watchers began looking north-east, and sure enough the first wave of Dakotas approached almost head-on and line-abreast at about 3,000 feet, being flanked by Spitfires and Beech Expeditor wartime light transports. There were four waves of 5 aircraft at a time, the Daks having Harvard period trainers for company. Then a

continuous line of singleton Dakotas, most flashing their landing-lights and doing wing-dipping when the crews saw us waving masses facing them on the downs. One line routed slightly to our west, and included a modern para-jumping Cessna Caravan, which was followed by the last 3-ship wave. However, the outriding October 2019 | Volvo Driver |



Harvard broke off to starboard, lost some height and did a victory roll over Seaford town, just to the west of the downs! Super! Colin's photos of them captured the spirit of the day perfectly.

The only downside to a splendid day was the attitude of some of the motorists there: the idiot in an adjacent car couldn't be bothered to look before he hurriedly reversed out

and blasted

his horn at us as he approached my leg. Within half a minute just about the entire car park had begun a mass exodus, so all was immediately choked. Lots of shouting and horn-blasting – such bad tempers: if time was that important they shouldn't have gone there in the first place. We walked back to the pub/restaurant adjacent to the visitor centre and as they were out of milk for our eagerly

> awaited coffee (!) due to them being totally unprepared for the thousands of visitors, we ordered a meal to save a stop on the way back: very pleasant it was too. By the time we exited to walk back to our steed the car parks were empty – ours was the last but one there and the gates were shut – worrying until I

saw the padlock was open! The roads and downs were otherwise completely deserted – almost uncanny, as if it was just a normal evening on these otherwise quiet downs.



This was our annual joint Club stand with our friends from the Saab Owners' Club and was our biggest stand so far with 17 cars between the two Clubs. The weather leading up to the event had been extremely wet and had resulted in the show having to change the layout to avoid cars parking on very soft and muddy fields.

The weather on the day was a mixture of steady rain with a few breaks of dry weather and even a few rays of sunshine towards the end of the day.

On the Volvo side of the stand we had a good mixture of cars including two 1800s

one an 1800ES and the other being a 1800S - both cars are in excellent condition. Although there are only a few years between them it is interesting how different the interiors are in these two cars.

We had two 900s one a 940 estate with over 200,000 miles on the clock and a 960 saloon which has only just started her journey (mileage wise) with just 41,000 miles. Then we had two performance Volvos a nearly new V60 Polestar and a V70R in a gorgeous metallic turquoise.

We also had a very nice V70 estate in white along with a very rare 480ES as well as

a brand new S60 which was a real attraction at the show.

On the Saab side of the stand we had a lovely mixture of 93s, 95s, some lovely convertibles and one very rare 9000CD which was a real luxury car in its day.

It was great to see such a good turn out on what was a very miserable day weather wise. We are hoping to break the 20 car barrier next year and we look forward to more enjoyable Club stands with our friends from Saab in the future.

Volvo Driver October 2019









Polestar had a fantastic time at this year's Goodwood Festival of Speed. If you were there then you will know that the Polestar 1 prototype made its public debut at the event with so many supporters present and the reaction to the Polestar 1 and stand was amazing. For further information on Polestar go to www.polestar.com





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Thoresby Volvo BKV.

A s you know I was unable to attend the BKV this year as I was at Glastonbury with Stormzy and Kylie (and I didn't need my wellies). I understand the BKV went very well and congratulations to Robert Whitton for winning the 120 section first prize in his red and white 123 GT. Also, to John Kemp for second place in his green 131, two lovely cars.

Sywell

Report is going to press before our meet up, so will report in the next Driver.

Nelson's Journey

Nelson (the name given to my Amazon Estate if you don't know) is just coming around for his first 10,000 miles under my stewardship. In the 16 months I have owned Nelson, he has been to Southwold six times, (he loves Southwold, especially the pub with the same name) Cornwall once, Leicester ten times and London three times, but the coolest thing he has done so far was to take me and my sons and partner to Glastonbury. He still has the car parking sticker on the front windscreen to prove it, (it's fading fast Peter), 600-mile round trip.

This was the only time when that beautiful old car smell (you know the one) was overwhelmed by 4 sweaty bodies that had endured 5 days of intense heat without showers, (even with all 4 windows wide open). Loved it. It was great on the service stations; people knew where we had been before we opened our mouths.

Quantum Physics

I have been studying quantum physics and I now realise that everything is energy and everything is connected, so if I love my Amazon so much, giving it all of my positive energy, the only thing Nelson can do is reciprocate in kind, we are connected and I can prove this. How many times has it been to the garage for breakdown, repair or service, how many times has it let me down or broken down on me, and yes I have sat on the M25 and the infamous A14 between Huntingdon and Cambridge (worst road in England, bar none), going nowhere while the breakdown services tow away the modern detritus and try to reopen the carriageways again? None, a big fat zero. I rest my case.

Upkeep

If I want parts I get them next day delivery from the amazing team at Brookhouse. I fit them myself and hey presto off we go again, no garage bills at £65 / hour labour charge, no road tax, no MOT and 'agreed value' insurance for next to nothing, I am truly enlightened. So, the moral of this wisdom is, drive your cherished Amazon more, it loves you just as much as you love it and it won't let you down.

Rosmalen Netherlands

I am on the team going to the two-day Volvo Classic Fair 28-29 Sep 2019 Autotron, Rosmalen, Netherlands, with Nelson. This is my first venture to the Netherlands and I am really looking forward to it. I will report in the next Driver.

NEC Classic Car Show, 8th November - 10th November 2019

As you know we have been blessed to have 6 Amazons on the VOC stand at the NEC Classic Car Show this year, unprecedented, come and check us out, we are in Hall 5 Stand number: 5-260.

It's a race against time for the NEC and the clock is ticking down fast. Gary and Declan and myself, are working all hours to get our cars ready for the event. I don't want you to miss out on what we are trying to present, the stand is going to look fantastic.

We are going all-out to present the Amazon as the 'best classic car on the planet'. The following bullet points are from Declan, (it's great to know it is not just me who's thinks Amazon are the best).

It's the best classic rally car on the planet, with numerous

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If you have an Amazon you need to be there to feel the energy, it's going to be awesome. I will bring the fruit cake. 120 Report

title wins to its name

- It's the best fast road classic on the planet, with a far better chassis and engine than a MK1 Escort
- It's the best customisable classic, (see Gary's car on the stand as just one amazing example) and other notable modded examples, e.g. Guy Martin's estate getting mega coverage
- It's the best classic show car on the planet, with many concours winning examples
- It's the best everyday classic, simple mechanics, accessible parts and prices are currently affordable unlike other marques
- It's the best TV classic car, we will have a good example on the stand

If you have an Amazon you need to be there to feel the energy, it's going to be awesome. I will bring the fruit cake.

Hot News, I have just brought another Amazon, full amazing story (it really is amazing) in the next Driver.

I would love to write up your Amazon experiences if you are doing lots of miles like me. Please get in touch and we can get you into print. **Peter Ragg**



A very tight deadline this month due to holidays not mine I hasten to add, I've not had one since I retired! If for a specific reason, like perhaps seeing a test match or long lost rellie in Oz, but otherwise only catching up to do when you get back! Holidays are only for the employed, in my opinion. Unfortunately little has come through from you avid 140 owners yet, so you'll have to endure my own findings this time.

This thinking two months ahead when writing my piece is very confusing! As if by magic, by the time you read this, summer will be over, yet as I begin we are enjoying a heat wave in July, and I'm about to go to another classic car show. I really like these, as packed with like-minded people who are almost always ready to talk about a particular car or subject. It's a pity life isn't always like this everywhere, after all it is rather short, ain't it! Now (at last I hear you say!) I've changed the hoses on my

145. it has attended some shows, but it seems to run hot (wrong thermostat or weak fuel pump)? Will check out when I have time off my domestic duties. However, with the electric power steering conversion it's a pleasure to drive for this weakling. Next I need to change the door locks, as the idiots at the paint shop where the previous owner stored it lost the keys. I can understand mislaying one's own car key between uses, but it's no real challenge to put a rack up and label which keys are on which hook - is it? Mind you, I could be accused of similar lax concern - mine were labelled OK but in a prominent place such that a thieving moron could pinch them, which as you know one did!

Another area of concern which I must rectify – I now have no rear lights. I have indicators, fronts and reversing lights, so I put gleaming new fuses in the fusebox — and it made no difference at all! My guess it may be the same as befell my 240 estate years ago — a fractured wire where they go through a rear tailgate hinge. Repeated flexing when opening the door eventually causes a break so an important job.... I did wonder why the rear corner of the headlining was not tucked back — perhaps yet another unfinished task from the so-called 'restorers'?

The previous owner of my car wanted painted bumpers for some reason (each to his own...). But I certainly don't! The rear was swapped for that from my spares-144 easily but upon checking I see my lower front panel only has square cut-outs for just one bumper iron each side. I initially thought only early cars had this, but my spares-car is a year older yet has two each side. Therefore I get down and dirty and see 'the butchers' seem to have replaced that lower panel with probably a pattern part (clue - new selftapping screws securing it underneath) so merely cut the outboard irons off with a flametorch. The stubs are still there..... idiots! One really has to be careful when entrusting your pride and joy to supposed restorers nowadays. Still, as John Neilson, our esteemed 700/900 registrar implied last time, one never stops learning about our own cars with such investigations!

I heard recently that a longterm Volvo 144s restoration that I first saw many years ago, suddenly became the owner's problem-car. His work shared

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Hutton Bros. Main Street, Shipton by Beningbrough, York, YO30 1AB www.huttonbros.co.uk Finally, sad to relate that well-known Volvo 145 that sat in the undergrowth along the main road south west of Haslemere, is no more. 140 Report

the same premises but things were about to change. As this is an early car I offered to buy it and save it from a likely death, but have just heard the owner has found a better place to store it when not doing more welding. Excellent apart from business and pleasure not being together anymore! Hopefully another Southern 140 that might grace the display rounds in a year or two.

Recently I've been following the auction for a spares-only late 145 only a few miles from my storage place, but as I knew I wouldn't be around for the deadline (family calls again...) I offered a ceiling for this rusty runner. As I close I heard it went for well over £600, far more than my valuation (based only on photos) so am worried as to its future, for there are lots of 'banger-racers' around who get a kick out of wrecking large cars. We all know the phrase "when it's gone it's gone" but do they know, or care?

Finally, sad to relate that well-known Volvo 145 that sat in the undergrowth along the main road south west of Haslemere, is no more. I have it from a long-term Rover enthusiast I know who works just a mile away, that the owner died last winter and the entire place has now been cleared of its jungle, and all the old vehicles hidden within were unceremoniously JCB'd into skips. I was after the early Volvo 245 tailgate for one of my projects - but didn't move quick enough. Even a pair of early Transit removals vans went in - surely there was a market for them? Now just a boring flat parking space outside that renovated cottage. If I'd known its destiny seemed sealed I would have picked up the 145's front number plate (fallen down into the undergrowth) as it was just twenty digits from my 1968 Volvo 164 and the same shade of beige too! Probably they shared the same boat over from Gothenburg all those years ago. Ho hum. Paul Till



There will not be a register report this issue, however please see the picture of Linda Levison's beautiful 164 which was referred to extensively in my report last issue. (Ed. Please accept my apologies for missing this picture out last issue) Roger Sampson

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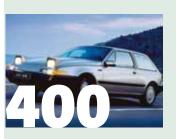


Greetings, 300-fans! I suspect that this edition of Driver will land on your doormat pretty close to the date of our Autumn meet at Beaulieu. Hopefully there will be a good turnout!

If my 343 is to be there, I have a busy day or two ahead of me! Other commitments have made fixing the relatively minor issues a low priority, but I really need to make time to get the car back on the road before further problems associated with a car stood for too long to develop. The handbrake mechanism has already seized up (one of the MOT failure items – still a bit of a mystery, as I'm certain it was working days earlier!), and I'm not in a hurry for the hydraulic brakes to follow suit!

I've been receiving running reports from the new owner of my Variomatic 345. It sounds like he's getting on well with it! I was hearing a few weeks ago about the deployment of a lathe and milling machine to fix a design flaw in the early window mechanisms. A less worn replacement might have been easier, but not as satisfying! I'm looking forward to seeing the





have been approached by a member who is looking to buy a nice 2.0 Volvo 480 – if you have one you are looking to sell or know of one then please let me know – however due to deadlines and lead times I am writing this in the middle of August and the member may well have purchased one by the time you read this!

Well I took mine up to Lookers and they were impressed that unusually it was not suffering from serious rust – all they found was a wishbone bush which is starting to perish – I suppose I can't complain on a 24 year old car! The mechanic knew there was nothing available from Volvo to fix it, however a quick search of eBay found bushes at £20 or the whole wishbone containing 3 bushes at £47.

At the start of the year the

air conditioning had failed and I had it re-gassed and as it was showing no gas at all I somehow suspected it would all leak out soon – well 4 months later so far so good. (Note to self to run the aircon over the winter period to keep everything moving around...) **Chris Wickers** There is something quite magical about them. Perhaps it is the space inside or the actual size of the vehicle that captures the imagination.

700/900 Report

car back on the road, but there will be some bodywork to complete first.

One of my friends has obtained an Australian-market MK2 360 GLT, complete with factory-fitted air conditioning. This is the earlier type, to match the earlier type heater controls, with a second 'temperature' knob (but this time for how much cooling you're adding, not how much heating is taking place!), which I suspect is based on the very similar 240 system. It'll be interesting to see how the recommissioning of this car develops!

I think that's about all for now. Hopefully there will be more to report in the next edition, post-Bealieu! Until next time, happy Volvo-ing! Cheers James Bottrill



you are all well. How amazing that here we

are in the autumn already. It has been a good year

though for getting out and about in your classic Volvos and for me when I drive around in my thirty year old Volvo 740 automatic estate I personally feel like a king.

There is something quite magical about them. Perhaps it is the space inside or the actual size of the vehicle that captures the imagination. I think in my case it is the fact that they have



Alec's beautiful Volvo 940 Notice his other run-around in the background.

to be driven properly that makes the difference. These old cars almost have a heart as they are gently coaxed into service rather than taken for granted as with a modern car full of electronics!

Yes with a lot of TLC and sound servicing there is no reason why we cannot keep these beautiful works of living art on the road for many years to come. My only worry is that the balmy politicians 'bless em' will bring in legislation which could ban the vehicles altogether, but we shall see as time unfolds. In the mean time stay calm and carry on enjoying your wonderful cars as there really is nothing else quite like them out there on the road.

It is always exciting getting feedback from members and I was pleased to hear back from Tony who drives a lovely Volvo 960 3 litre automatic.

Tony had contacted me previously to discuss poor running and heavy fuel consumption with his car. During the conversation Tony touched on several areas that could be the possible cause of the trouble, but in the end it turned out to be an air leak in one of the breather pipes. Obviously this was throwing off the engine management system which was receiving incorrect input readings and thus it was trying to compensate causing the poor running and high fuel consumption.

In this case the fix was a simple one and with a new piece of pipe fitted to the trusty Volvo, it sprang back into life and roared like a lion. It seemed it couldn't wait to get rolling again.

Well done Tony, I trust your car is still in fine fettle.

That story reminded me of one of the witty marketing adverts some years ago which said 'Put a Tiger in Your Tank.' Well when these old cars are running correctly they do feel extremely athletic.

Other challenges that have been discussed are faulty speedometer problems and our member Mr. 'B' has had all sorts of issues with his low mileage Volvo 940. The entire instrument cluster has been sent away for repair and apparently fixed, and has so far been returned another three times as the same fault appears





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to be present. However the electronics firm were unable to find any other issues with the speedo or the cluster as it all continued to work as it should and it was tested for several hours.

So potentially the fault must be anywhere from the sensor positioned in the differential to the wiring or the connectors. Apart from the sensor everything else has been checked out by professionals and no fault could be located and yet the speedo problem persists.

At the present time I am waiting to find out if the new sensor will do the trick. So as I await good news from our member I will keep my fingers crossed. Thinking of that frustrating problem, then a quick work around would be to buy an inexpensive GPS speedo just to help stay within legal speed limits, but really the fault needs to be isolated and fixed properly which in this case is proving rather elusive.

Now if your car is up and running as it should, then you might like to get away and do what David does. Here is his car having a rest in the sunshine with his caravan. I believe the photo was taken at this year's National rally. Thanks David, you do take some super photos and they are very much appreciated.

Just in time for this article I received a photo from another member named Alec who has been very busy cleaning and polishing his beautiful Volvo 940. Just take a look at the photo as it is a real credit to Alec.

Well folks that is all for now as I have just received an email requesting this article is sent off earlier than normal for editing due to the holiday season.

However there is just time to add my thanks to the members that responded to the idea of letting me know of good garages or mechanics that they have used and could recommend for good service. It would be useful to have a list of old style mechanics up and down the country with the practical know-how about resolving issues with our ever ageing cars. It does seem that if you had a modern Volvo then it is easier to get your car fixed in the event of something going wrong. On our older Volvos it does seem that quite a few dealers are losing their good old-fashioned mechanics that actually know what they are doing without the aid of fancy electronic gizmos to solve problems.

Do let me know of any good service you have had with your Volvo please.

So until the next time make sure you look after yourselves and cherish your lovely Volvos.

.....

Bye for now. John Neilson



returned home from holiday in the Lake District last Monday 12th August and after unloading the C-Max went to check my e-mails. Shock – the date for submitting this report had been brought forward to the 16th. If you are reading this you will know I have managed to make that deadline.

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You need also to avoid loose rocks, I didn't and the car bounced up and down with a bang. 850 / V70 Report

On holiday my wife agreed to visit Wast Water below Scafell Pike and Great Gable. She also agreed to go via Wrynose and Hard Knott passes. These are a challenge which I have completed several times in my T-5R in the past. The scenery is great, I have been told, and driving requires great concentration foresight (you need to see round bends and over the tops of hills) so you do not see the views. You need also to avoid loose rocks, I didn't and the car bounced up and down with a bang. Checked everything and it seemed OK but on the way back home noticed a slight egg on the side, which got bigger as the journey progressed.

As a result I found myself searching for a tyre repairer on a Sunday. In Keighley there was only one, a Kwik Fit, not an outfit I would normally use. They put the budget tyre on the car and advised me that my tracking was out (I knew this and it was on my 'to do' list). They had a machine to aid doing the job I had not seen before. Sensors were attached to each hub which sent a wireless signal to a display for the technician which was also displayed in the customer waiting room. It worked and was quick; I was

surprised and will find an outfit with this equipment when I next track my Volvo. Well what has been happening in Volvo Land?

I have had several enquiries regarding power steering racks and have referred members to Western Power Steering and I have not had any feedback good or bad from members. Therefore I was disappointed to hear before my short break one member had a bad experience, the reconditioned unit failed. After my break I contacted the member and the Company had done all it could to resolve the matter replacing the faulty unit and confirming that the exchange unit taken off the vehicle was good enough to refurbish and therefore no additional expense was necessary. I am pleased I can continue to refer members to this organisation.

Talking to Lakes Autos about old vehicles members wish to dispose of, they are pleased to do deals on old Volvos and are prepared to collect the car. Obviously the amount paid will reflect the condition, but there is a market for old Volvos for spares. Dealer stocks of spares are much diminished since Ford's takeover of Volvo and their spare parts stockholding policy. I have not had any

ello all and welcome to another edition of Driver. Following on from my last article, I am now working alongside the hydrotherapy team to try and work all the muscles and joints in my leg, to try and strengthen them and increase the angles of movement. Although I am actually enjoying this work out, it still takes a lot out of me and requires that I spend some time relaxing afterwards. The hydrotherapy sessions should last for about five weeks, where I will then go back to my normal

physiotherapy appointments. Due to spending so much time with appointments and seeing several specialists, you find that a week can pass very quickly. I decided quite some time ago, that I should take one day out to relax, which I do by meeting up with an old friend where we sit down, drink copious amounts of coffee and put the world to rights. I find that this helps me both physically and mentally which can be very important to help with the healing process of my leg. As I am sure I mentioned in the last report, my leg will be permanently disfigured as well as being 1.5cm shorter, which alone brings a whole new set of issues to try and get around. Putting this aside, due to the weather being very unpredictable of late, we seem to be seeing sunny spells amongst the wind and rain and therefore I was able to spend some time up at Calderglen Country Park which is located on Strathaven Road, East Kilbride, South Lanarkshire, G75 00Z.

Calderglen offers a children's zoo, tropical glasshouse, ornamental gardens, nature trails, adventure and toddler

play areas, gift shop, café, exhibition gallery, golf course and a whole lot more. The park extends along a scenic wooden glen forged out by the Rotten Calder River, a tributary of the River Clyde. The glen extends over 5 km and has many attractive waterfalls and important geological features. The park is partially suitable for visitors with limited mobility and also wheelchairs and mobility aids can be provided. There is a ramp to the main entrance where there is accessible parking and a dropoff point. There is level access in the car park and large print, braille and audio options are also available on request. There are many paved and/or tarmaced paths around the property which will make it easier for the less mobile. Although some are on a more level gradient there are also some steeper gradients around the park which you may have to watch out for. All in all, though, the park offers a fun day out

whether it is just yourself wanting to blow some cobwebs away or spend the day along with the family to try and burn some of the younger family members' energy in hope of a more relaxing afternoon at home.

To finish off with, I unfortunately have had to carry out some repairs to my trusty Landrover Discovery 3 just to keep her in tip-top condition, which included a new A/C Condenser, front brake discs and pads, rear brake discs, pads, shoes, fitting kit and the electronic parking brake fully serviced, along with both front lower wishbones, anti-roll bar bushes and the fuel tank cradle. I have to keep her in a good running and mechanical condition, as she is still my main go-to vehicle. I have already now been given the all clear to be able to drive manual transmission vehicles again which is great, so I am steadily moving forward. **Stuart Rintoul**

Obviously the amount paid will reflect the condition, but there is a market for old Volvos for spares. Dealer stocks of spares are much diminished since Ford's takeover of Volvo and their spare parts stockholding policy. 850 / V70 Report



suggestion for a solution to the London ULEZ issue I highlighted in my August report. Any ideas would be appreciated. Also I have not been able to contact the member regarding the status of the V70R AWD. One new member contacted me to introduce himself which was kind.

A member contacted me with a problem he had with his 2006 V70 Auto Estate. The steering lock appeared to release as you could rotate the steering wheel. But the mechanism was jammed and not able to pass position 1. The solution was to remove the lock assembly and give it a thorough clean, in this case 10 minutes in a parts cleaner; the prognosis being the lubricant had dried and grot had got in.

Further enquiries regarding Japanese imports, I am not a fan. And a difficult issue valuing a car in a splendid condition; not rare or collectable.

Another member with a 1998 850R has a growing list of problems – my next task is to contact him again to see how he is getting along. **Chris Mann**

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your 1800, the National Rally at Thoresby, as reported in the last issue of Driver, was blessed not only with fine and dry weather (too hot if anything!) but a really good turn-out of 1800s; making double figures for the first time I can remember in a long time. Congratulations to David Cavalier for winning the 1800 class with his lovely steel blue 1800E. The picture above is of Graham Hall's 1800S and my car; Graham's car includes Roger Moore's signature on the underside of the bonnet after a chance encounter in a pub, where else?

I was especially disappointed not to be able to attend this year's Kimbolton show, in the end only three cars attended, thanks to Andrew Anderson for the report which appears elsewhere in this issue.

The list of jobs to do on my 1800 continues to grow, none of them are especially urgent but some require fairly significant expenditure; for example, I'd like to replace the front brake discs, which obviously means the pads would also need replacing, then it would also make sense to replace the backing discs (nothing really wrong with them but I painted them and they really should be just plated). Stopping there should probably be the extent of it but at the last MOT, it looked like one front brake was a little slow to come on and slow to release: it could be the brake flexi-hoses or the calliper itself and the thought of shiny new callipers is somewhat appealing! It's funny how a simple job becomes much more involved.

Several things are getting in the way of me working on the car though, including work (seems to take up far too much time!), my daughter's Nissan Micra, which failed its MOT on body corrosion and is now part way through a fairly extensive angle grinder and welding session, my shell of a VW Camper (which I stupidly moved into the garage) and the nonrunning "usable" VW Camper.



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I wonder whether Volvo ever considered trying to accommodate the B30 engine in the 1800? Probably not ... 1800 Report

The so-called usable camper currently sits on axle stands with the engine in pieces in my garage; one of the valve seats having become loose and hammered itself into the aluminium head: the head has now been repaired but reassembly and refitting still remain to be done. I've always been suspicious of cylinder heads converted to run on unleaded fuel for this very reason (though the VW, having aluminium heads was originally made with separate steel valve seats) and have always considered a fuel additive as a safer alternative. In fact, I wonder if anyone has actually experienced valve seat erosion on a B18 or B20 head? When leaded fuel was withdrawn from sale, I recall the new Practical Classics magazine running a series of tests to assess the fuel additives and as they were running an Amazon at the time were debating using the B18 engine as a test-bed. They decided on a BMC 1800 engine in the end on the basis that the Volvo engine would probably survive anything they threw at it. From memory, the conclusion was that even without an additive, there were no signs of valve seat recession with engine speeds below 3000 rpm and no conclusive evidence

above that speed that anything untoward was occurring. Of course, lead memory was probably a factor and it would be foolhardy in my opinion to risk no additive.

I've had a few insurance evaluation enquiries since my last report and am happy to provide this service to members; check with your insurance company as some may have specific photograph requirements, if not, and you would like a valuation, I need clear, recent photographs of both sides, front and rear (showing the registration number), the interior (as best you can), boot and engine bay areas. It is also helpful if you include any history that you have, known mileage and restoration work carried out. The market place remains variable but with relatively few available at any given time, demand is usually stronger than supply.

The Volvo 165 that sold at auction a few months ago set me thinking about other 1800 versions that could have been produced but weren't. I wonder whether Volvo ever considered trying to accommodate the B30 engine in the 1800? Probably not as I would imagine it's just too long and too tall at the front and a bulging bonnet would definitely not be aesthetically enhancing! Though, with retirement hopefully not too far in the future, I might make a few measurements as MG managed to do it with the MGB with only minor changes to the bonnet form. Making a convertible might be a better retirement project, given that a 3 litre 1800 would probably handle very poorly and the additional power is not really necessary. Talking of which, I saw an 1800S that had been made into a convertible was for sale on e-bay recently; it had quite a deep section of steel welded along the bottom of the door aperture which must have made getting in or out quite a challenge; I'm sure there must be a better way of increasing the stiffness in lieu of the roof. Food for thought but in truth I have plenty to keep me busy in the meantime.

Happy 1800ing until next time.

Neil Murray





minor problems which were sorted out with no hassle by the dealer, Lookers of Colchester. I have done over 10,000 miles trouble-free motoring and still get great looks as the colour is the stunning Fusion Red. Living in the sticks I keep getting stone chips and have the windscreen replaced once, and stone chip repairs 3 times. The tyre insurance proved invaluable as I got a split in one of them, and not being able to source a tyre immediately had a hire car.

I won the class at the National Rally at Thoresby Hall, staying in the actual Hall with great food, entertainment and accommodation. When I got there on the Friday I made a big mistake in parking under a tree and the car got covered in tree sap taking 2 hours on Sunday to clean it.

When this is published winter will not be far away and it will be interesting to see how the car performs.

Definitely the best car I have ever had.

Trevor Harris



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[I] found a PV60 on blocket.se for 1 million Swedish kroner – I nearly fell off my seat that's about £86,000. It looks a bit tatty ...
 PV Report



'm being chased by the editor to get my report in early due to August holidays. By the time this lands on your doormat in October however we will be looking forward to the Lancaster Insurance Classic Car show at the NEC in Birmingham which runs over the weekend of 8th to the 10th November. The Club has a generous stand this year and we will have seven cars on display in Hall 5. Plans are at an advanced stage with us featuring the Volvo Amazon range. I'm sure Peter will tell you all about this in his report. I have managed to nab one of the slots for a very interesting old Volvo but because

arrangements are yet to be confirmed I need to keep it under wraps at present but if it comes to fruition a trip to the NEC this year will be very worthwhile. Free drinks and cakes to members will be on offer in our hospitality suite. Hope to see many of you there.

In my June report I mentioned about a problem a fellow PV owner was having with his car struggling uphill and in the hot weather, spluttering and eventually stopping and not wanting to start for an hour. He had tried a few solutions to no avail. A fellow member offered the diagnosis of a faulty coil and I can confirm that a new coil had been fitted and the car now works perfectly --- a happy ending. I have been sent before and after shots of the coil. I have not had any feedback on my suggestion to organise a











PV 831 interior



PV Coil before



PV Coil after



The 2 model was attracting a lot of attention, being the more practical and affordable for most people – I guess that would be expected.

dedicated PV gathering so I will not do anything at present but if a few of us would like to have one then I'm happy to organise.

As usual been perusing the internet and found a PV60 on blocket.se for 1 million Swedish kroner – I nearly fell off my seat that's about £86,000. It looks a bit tatty, I think it's a typo and they've added an extra nought as £8,600 is nearer the mark. Of slightly more interest was a PV831 which had been modified with a V8 engine and a rather opulent interior all this including in-car audio visual system for £13,000 – bargain.

Hope you are all keeping well and if you are at the NEC in November do pop and say hello to us in Hall 5.

Andrew Anderson

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n the last edition of the magazine Jaki Ragg commented on seeing pictures of an XC10 and XC100, from what I have read these are possible additional models added to the current line up in around 2022, or beyond. The XC10 (XC20/XC30 are also possible names) would sit below the current XC40 and is very likely to be exclusively electric power only. The images show a strong similarity to the XC40 but smaller in size. Apparently as quoted in recent media articles, Volvo's parent Geely have acquired a percentage stake in Smart and it is this that has presented the possibility of producing a small EV vehicle focused more on an urban environment. The XC100

is a proposal for a flagship SUV sitting above the current XC90. A second-generation Scalable Platform Architecture platform (SPA2) is under development which can accommodate larger vehicles than the present one, so making it possible for an expensive top of the range SUV that could replace or be in addition to the current XC90.

In July there was an official announcement for a recall of cars with the 4-cyl diesel engine, model years 2014 to 2019, the problem as I understand are fine cracks detected in the intake manifold area and the potential risk this could be to ignite a fire in the engine compartment. All models with this engine come within this recall. By now the owners/registered keepers of vehicles affected should have been contacted by Volvo.

At this year's Goodwood Festival of Speed some car companies were celebrating their respective anniversaries. Bentley had beautiful examples on display from different generations celebrating 100 years. Aston Martin who were celebrating 80 years since they started racing at Goodwood in Grand Prix and GT class racing, also had fine examples of cars from different generations. Other manufacturers like Mercedes Benz had some fantastic examples of old Grand Prix cars marking their 125 years in motor sport, March Engineering were marking 50 years in race car chassis designing and building, and Porsche had some fine examples of the 917 endurance race car that first appeared 50 years ago. There weren't as many manufacturer stands showing off their latest products as previous years, it was an obvious and significant

reduction this year. Volvo have not attended this event for a few years now. Polestar had a stand though with examples of the '1' and '2' models. The 2 model was attracting a lot of attention, being the more practical and affordable for most people – I guess that would be expected.

A final mention for the new S60 with additional variant specifications and engine options being added for the UK, Inscription and Polestar Engineered along with the T8 engine (regular and Polestar Engineered versions). I have been taking a closer look at this new S60 recently more from a future interest prospective than any immediate plans to change the current car. The more I learn about it the more I like it. Before I make any decisions on whether to buy one, or not, I will look closer at the hybrid versions, and try to get a test drive in one. I feel I should make a correction to a comment I wrote in the last report of the engine "feeling a bit dull", from the perspective of a car enthusiast and being a bit picky I think sounds coming from an engine some of the time could be described as less characterful than some of the previous generation petrol engines Volvo have produced, and this is not unknown with modern turbocharged 4-cyl engines these days, but dull it is not. **Richard Baker**



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not made any progress yet with the corrections needed. In fact I have a couple more problems which could be tricky to resolve.

For some reason the rear offside passenger door will not open and getting access to see what is wrong is nigh impossible without removing the door side panel. The only way to do this would seem to be by cutting it or prising some of it away. Whichever method will result in damage.

The other problem is that the plastic fitting which holds the flap in place over the petrol cap has been damaged in an automatic car wash. The flap must have been loose and not quite flush with the car and was caught by the brushes. It made a loud banging noise as it must have been flapped back and forth by the brushes and subsequently fell off. I retrieved the flap from the floor of the car wash. (Incidentally if you ever have to walk in that area be very careful as it is slippery from the wax spray).

I extracted the plastic fitting which was still attached to the car. There are two points at which the flap hinge is fixed and rotates in the plastic fitting but one of these is damaged meaning that the flap cannot be securely slotted into place. I contacted my local Volvo dealer and gave the part number of the plastic fitting and vehicle details but nothing came up so I need to source this from somewhere else. This I anticipate will be somewhat time consuming. I just hope that one is available from somewhere otherwise some ingenuity will be called for!

So not a good start to getting the car back on the road in a condition I would like. Indeed I am concerned whether I can justify the time and cost What Volvo really need to do is expand the very limited (and unchanged since the SPA introduction in 2015) range of apps.

necessary to put everything right considering that I rarely use the car and ideally it is best for long journeys. Might I be best advised to call it a day and trade it in or sell it on but I fear that it would simply end up in a breakers yard. It has no particular sentimental value but it goes against the grain to just scrap it. But this will be the fate of many good cars in the coming years with the changeover to electric vehicles.

This is a disappointing note on which to end this brief article but is compatible with the state of the weather just now – it's pouring with rain. It would be good to hear some positive experiences with your S80s if anyone is out there reading this. **Bob Bullivant**

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sually Driver comes through the letterbox, and hardly have I had time to read it through, the deadline for the next edition is due! Unusually, as we're away on holiday l've not yet seen the last issue before the deadline for the next comes due. But, l've come prepared with my trusty laptop to pen some words. Actually got a bit of 'spare' time, as the weather (here in Cornwall for our traditional 'summer' holiday) has been a bit wet. Not all that bad as only last night we enjoyed a BBQ and our campfire until dark - but in contrast I've only (!) cleaned the car twice and certainly no opportunity for any polishing!

I'm trying to remember where I left you last time (for those who read my notes ..), but I think it was just at the end of the National near the beginning of July. The car windscreen had been broken a few days earlier just as we started our journey to Thoresby on the motorway. The new screen fitted was fine in all respects (though not being a genuine Volvo), except that the head up display was not showing correctly. So, about a week or so later we had the correct one fitted at home. This is a genuine screen, so better maybe. Whether the first screen was wrong, or wrongly identified I don't know, but it's a check for other members to make certain before they have a screen fitted themselves.

While I've been fairly unhappy about the operation (or not) of the stop/start system, now having used the car fairly continuously for a month or so, it appears to be operating OK. Also, the latest software updates from Volvo seem to have improved its functionality – it is still prone on occasions to cut out as you glide to a stop, or rather just slow down in slow-moving traffic. It also seems to have another function that I don't think is in the manual (but prepared to be proved wrong), and this is with very gentle braking to a stop, the engine still runs, unless you then press down more firmly on the brake pedal. I did read about this somewhere else, so it's not just my imagination.

I guess many of you also get the occasional newsletter emails from Volvo offering some special discounts on accessories and the like, but the one I read just recently was about connectivity and that from now on new cars will be supplied with a 100Gb for a year SIM provided. About time too, as for the £40K plus (and plus!) price of these cars this is the least they could do. At the moment I'm using a 'free' 200Mb a month on 3, and otherwise will download any large (map) updates via USB, or just create a hot spot from my phone or other as necessary. What Volvo really need to do is expand the very limited (and unchanged since the SPA introduction in 2015) range of apps. And while they're doing that, include other update features, for example, more choices for display themes. I rather expect that all the effort is going to the new Sensus running on Google Android. Will that on introduction be backward compatible to our current cars? I think we know the answer to that!

Paul Wildsmith



Welcome all S/V40 drivers, I hope and trust all your Volvos have been well-behaved this summer with its large variations of weather and driving conditions.

Well it appears from the lack of response to my request in the August Driver that no one else has experienced the disappearing digital speedometer being replaced by the silhouette of the car showing all doors closed. Very frustrating. If I ever learn the reason for this phenomenon I will reveal all, but I think it will be very unlikely. Most things on modern cars appear to be cured by an update of the software, without further explanation!

Congratulations to Dave

Whitton on winning Class 9 and Paul Wildsmith Class 10 with his new V40 at the Southern Rally and BKV and to Graham Barker and Dick Page for their awards in Class 9 at the National BKV.

No doubt readers will have noticed that the Register Reports contain some new categories, for example CMA 40 series and SPA

I understand that this is to bring the Registers in line with the BKV classes and as the Register keepers resign the various models will be registered according to the platform on which they are built. So the present S/V40 Register, of which I am the present keeper, will become Platform 1. It so happens that Alex Andrews intends to resign as the C30 Register Keeper, so under the new classification I have been asked to inherit the C30 and presumably the C70 II, as both are based on a Platform 1

The eagle-eyed readers will have noticed that in Class 10 at the National BKV the winner was a C70 and the runner up a C30. This situation brings with it a problem, as I have never owned, or even driven either a C30 or a C70, so I will be relying heavily on owners of these models to educate me on the pleasure or otherwise, of driving these particular models, but of course they can only do so if they happen to read this request!

So if any S/V40 owners read this and know of anyone fortunate enough to own or have owned a C30 or V70 II please suggest they get in contact with me.

Enjoy your Platform 1s, and your Class 9 S/V40s until next time. Keep in touch **Don Wright**





We are delighted to be able to offer personalised clothing with your name under the Volvo Owners' Club logo FREE, but regrettably will not be able to accept returns on these items. Please keep checking website and future magazines for new products. Thanks for all your kind comments and support, and hope to see you all at the shows. Claire and Mark





e had 15 people at our July meeting, on what was a very warm and pleasant summer evening. I too was enjoying plenty of sunshine in Mallorca, so was not able to attend. It was a good event with some interesting cars including a V70 which was one of the last ones registered and a very nice 240 which had travelled some 80 miles from Wales to be with us. Plus there was Chris Moreton's Amazon which has been owned by the family from new. Chris, his father Phil and his father all learned to drive and passed their test in this wonderful old car. Not many can say that.

Our August meeting was our fifth anniversary celebration at the Holdcroft Volvo dealership. Yes it's hard to imagine that this section started in June 2014. It seems like only yesterday when I welcomed those attending our very first meeting. I am pleased to say those founder members still attend on a regular basis. I make no apologies for once again personally thanking Paul Cassell, David Fell, Colin and Alex Andrews and Jaki Ragg who stuck with it during the first 18 months when the numbers attending were only 3 or 4 on a regular basis. At our first Christmas meal there was just Paul Cassell and myself. "From tiny acorns do great oak trees grow!"

Our Holdcroft event saw 29 attendees and if I may digress for a moment and say that when I started the section one of my main aims was to establish a relationship with a local dealership, I have to say that Holdcroft have been more than I could have wished for. They allow us to use their facilities without hesitation, they regularly provide "new cars" for our Club stands (always attracts a lot of interest) and have provided us with our very own "Cheshire VOC flags". Jon Latham the service manager and a regular attender at our meetings is always on hand to offer advice, technical knowledge and support. We could



not ask for a better dealership. The evening was a great

success, good atmosphere, a delicious buffet and some lovely background music (Abba, to name just one) all washed down with a flute of Prosecco, a glass of beer or tea/coffee.

To round off a wonderful evening we had our celebration cake complete with a sparkling candle (cake provided by Jaki) which was enjoyed by all.

Once again another milestone reached and once again I am indebted to the support/commitment and enthusiasm of all who attend our meetings and support us at our Club stands. Also I must thank the VOC and in particular Jaki for their magnificent support during the past five years. Jaki is always there to offer advice, support and encouragement and the VOC board are unflinching in supporting our activities. Thanks guys!

I cannot close without mentioning some success for some of our members at the Northern Rally. Julian Worski won the 700/900 class with his beautiful V90 estate, whilst I was runner-up and Ian Wilkinson won the 300 section with his very nice 340 GL.

Our next meeting will be on Monday 14th October at the usual venue and the usual time when we will be a having a talk by David Cassell on building model trucks. Should be a great evening so do try to come along. Until the next time

Simon Poole

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Time for another ramble. These reports come round so quickly. It was a bit easier when there were only four Drivers a year (*Ed. I so agree with you!*) but now having six is better for you, dear reader. The news however just has to be spread a bit thinner.

Some of the summer has been really good. The hot times have certainly pushed my limits and I like the sun but the wet spells have been a bit extreme too. Luckily for us in this corner the rain mostly kept away on the Sundays when we like to get out to shows and other events. I say that with fingers crossed as it is only mid-August as I write this and the show season is far from over.

Sorry not to get to the National BKV this year. I had it in my head that it was 140 miles each way but a late check on the route made it more like 175 miles. The Amazon would I'm sure have taken the 350 miles in its stride but 7 hours or so driving is pushing it nowadays for me for a day trip. I think next year's BKV is even further (?) so I'll miss that one too.

This last Sunday I joined the Sussex section on Audrey's stand at Cranleigh. There was a good cross section of cars. 17 of us, from a PV at the old end, to 480, 940 and V70 representing the newer models. Weather was kind with howling gales on the Saturday and rain on Monday leaving a sunny but breezy Sunday in-between. Thanks Audrey, a good event as usual.

Once again I can report that attendance at The Moat is

steady. Friendly chats, in good company, is the order of the day. It's low key but seems a successful format. More members joining us would be welcome of course. You are all invited.

Take care and drive safe. Derek Scott

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n July our evening was at the Appleby Inn. Numbers were slightly down, probably due to the holiday season. All of us present had been at the BKV at Thoresby the previous weekend. Between us we had experienced all aspects of the event; caravanning, attending the evening social events, competing, judging and helping. I hope everybody else who attended enjoyed the day as much as the Midlands members did. with a best-inclass trophy for Alan and Pat.

In August we returned to Orton-on-the-Hill. By contrast, I was the only person who had attended the Northern BKV at Wetherby. The weather had deterred some members as there had been heavy rain in our area on Saturday and Sunday. Although Wetherby managed to stay dry during the day, the heavy rain returned there at about five o'clock.

Two of our members were planning to drive across Europe to Sweden. They were telling us about all the extra kit they had to include for this journey. Each country has different requirements, despite being in the EU, and these requirements are continually changing. So what was applicable two years ago is not necessarily applicable now. It also made us wonder what will additionally be required once we have left the Union. I have a feeling that the paperwork will be a nightmare.

They also reported that their XC60 did not have a warning triangle. This was easily solved by 'borrowing' one from another car. It seemed strange to all three of the XC60 owners present that Volvo would not put one of these in the car, but on checking, none of us could find one. Before somebody writes in and tells us that we are lacking something in the cerebral department, we have all now located the elusive item. It is just very well hidden in a secret compartment in the tailgate.

December seems a very long way away as we are still

enjoying our summer holidays, but we are planning to return to The Lakeside Bistro at Moira on Sunday December 15th for our Christmas lunch. This is a very popular venue so early booking is essential. We have to pay a deposit when booking, so anybody wishing to join us will need to pay this to secure their seat. Please contact me if you wish to join us. Jaki Ragg



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Shipham Motor Company Ltd, Turnpike Road, Shipham, Nr. Winscombe, North Somerset BS25 1TX (2 miles from Cheddar Gorge) It was good to see him back at one of our meetings again when he jokingly said I've got a sticker in the back of the Amazon saying 'my other car's a Morris'.

due to holidays and rallies it just leaves the National Rally to write about.

The National Rally on Sunday 30th June was held at the magnificent Thoresby Park. The day turned out to be sunny and warm with an excellent turnout of around 180 Volvos in pristine condition. I was reliably informed that almost all of the section members had been seen by various members at some point during the day. We did have a successful entrant, well done Andrew for getting Highly Recommended.

Regarding Christmas, we have yet to find a venue and decide on a date, so, put on your thinking caps and let me know of any favourites you might have.

Hope to see you all soon.

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Glenys Tinson



n July not only did we celebrate the 14th anniversary of the section with the usual cake very kindly supplied by Mike which was much appreciated by those attending that evening, but we also welcomed a couple of new members. They were Steve and his son James, Steve owns an XC70. As a follow-on from the last report, after returning from holiday later in July, I received a phonecall from Janet and Gary to say that they had finally managed to sell their S70. I asked how they were getting on with their replacement S80 (Jon's old one)? They said it was fantastic. They were more than pleased and were getting to grips with all of the equipment on it; they also wanted to thank the section for their help in trying to sell their S70.

At our August meeting we also welcomed some new members. They were John and Bev with their Amazon 122. This car won its class and was the overall winner at this year's Southern Rally and BKV. We also welcomed Alan who has an XC70. Alan used to attend the Hants and Dorset section meetings until they finished several years ago. I think that he was impressed with the social and friendly atmosphere that we have. As predicted in the last report, we welcomed back Alan Ware who has now re-joined the VOC. This time Alan left his Morris Minor convertible back in its garage and brought along his newly-purchased Amazon estate. It was good to see him back at one of our meetings again, when he jokingly said he'd got a sticker in the back of the Amazon saying 'my other car's a Morris'. We hope that all the new members from both the July and August meetings were made to feel welcome and that they will become regulars.



The first weekend in August, Hilary and I went along to the Goodwood Circuit to watch Kevin Diamond compete in his Amazon. He was taking part in a sprint event that is part of the Motorsport Challenge. Again Kevin had another close-fought event with his class rival Chris Davies and his Amazon, on this occasion Kevin set a personal best time of 115.23 on his first run with Chris doing 115.45. On his third run he was just 0.22 behind Kevin. The best time for an Amazon at the event was set by Kevin O'Keeffe who was in the next class up due to engine modifications; he set a time of 112.67. We had a great day with them all and will look forward to going back again next year; I would recommend a visit to see them in action at any one of their events. You can keep up with Motorsport Challenge in the Driver magazine. The weekend after our meeting, some of us attended the Hampshire Classic Motor Show at Breamore House. We had a great day out, this not only gave us a good opportunity to show our cars to non-Volvo owners but also to help promote the VOC. We had quite a few people show interest in both the cars on display and about the Club.

I know it's now only early October but Christmas is approaching, don't blame me for mentioning it I only write the reports. Mike will soon be arranging a date and venue for this year's Christmas meal. This date will become our December meeting and will replace our normal Thursday evening at The Golden Lion. All places for the meal will need to be booked and paid for before the meal date.

All dates for the Portsmouth section meetings at the Golden Lion, Southwick, PO17 6EB, can be found in the Out & About pages of Volvo Driver magazine or on the calendar on the Club web site www.volvoforums.org .uk/calendar.php **Graham Dunford**

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ello again. Maybe I'm just getting old, but I can't help thinking that the design of light clusters on modern cars leaves a lot to be desired. Following a "near miss" on the M8 just today on the way to one of our meets where a new Astra failed to react to the slowing traffic of which I was at the rear of, and only by it swerving at the last minute into the empty neighbouring lane, we narrowly avoided the 70 becoming a write-off statistic. After my heart had stopped racing (as I had observed the Astra getting larger and closer at pace in my mirror) I pondered why he hadn't seen the copious amount of lighting on the rear of the 70 for which I was thankful to have. I have now started noticing, however, the number of new cars and vans which have ridiculously small indicators and brake lights. This "feature" seems to be most common on some French and German margues where the individual light lenses are little more than the size of a match box and particularly for those vehicles with smoked lenses, any light signal can be very challenging to see. I fail to understand why such an important feature can be "designed out" for the purposes of aesthetics (no offence to any designers among you!). Anyone else noticed this?

I decided as it was dry to venture out in my 1998 V70 R with our newly acquired mascot, Thoresby. A white tiger won in the raffle at the BKV by Ian Coughlin. Suffolk/Essex Section



Following the 40's relatively successful MOT this year it has extracted its revenge by requiring a new brake calliper, likely due to lack of use this year. Sourcing the replaced calliper item has proved a bit trickier than I expected however as I assumed I would just take advantage of the weekly discount offers from Eurocarparts, however I was disappointed to see they only had one listed on their website which of course wasn't the one I needed. I then tried eBay, but once I had ruled out repair kits and units with high postage charges, I turned to the forums for suggestions. The first suggestion was to try my local motor factor, which I am embarrassed to admit I don't think I have used since the days of Partco/ Lucas/Edmunds Walker who had branches in most towns, all of whom are long gone. Anyway, a call to my local small chain of factors, and after some humming and computer tapping, they turned up the required item, delivered same day, at a lower cost than the online versions. I have yet to open the box and fit it so will provide an update next time round.

Our August meet saw 6 cars attend on a (heavy) showery afternoon at a country park outside Coatbridge, near Glasgow, where, due to the inclement weather we quickly retreated into the cafe for refreshments and general discussion. "Longest travelled attendee of the" day award went to first-time visitors from Caithness and we hope the weather doesn't dissuade them, or other members, from returning. Bye for now. **Ross Macdonald**

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Rose there were already several Volvo owners in the car park. The number soon grew large enough for Sarah to open the field at the back of the pub for us to park in a line and not take up the whole car park.

We had several new attendees this month, James had travelled from Newmarket in his recently acquired V70, Jason from Leiston arrived in his V70R, it was great to see two Saffron V70Rs on the field. Gaz from Ipswich and Rex and John from Chelmsford returned for another meet.

We all had lunch around 1pm, which as usual was fantastic. All in all a very successful meet. Next month we meet at Lookers Volvo in Colchester. So if you're local or fancy a nice drive out, please come along. **Steve Malkin**

.....



The Wiston Show this year went very well – from the Club point of view at least.

The weather was very good not too hot like last year. We had our usual site on the west side of the hill with a good view over the whole showground. There was no wind so I managed to set up the posts etc. and even the gazebo by 8.15 – then waited until 10 before anyone else arrived. There were seven of us on Saturday and eight on

Sunday which made a good show for the Club. On Sunday we were the only Club area there – all the other classics were individual owners.

It is a very big area with plenty of room for the exhibits (30 buses, many steam engines as well as the classic cars, commercial vehicles and motorbikes), auto jumble and trade stands etc., but neither day appeared to be as well attended as last year. There were a great many sporting attractions that weekend – two Wimbledon finals, motor racing and cricket on TV which may have meant a lot of the public were glued to their sets at home. I was well pleased with our turnout though.

Last Sunday, 4th August was the very different type of show at Hooe in East Sussex. This is run by the Hooe vintage motor Club and is restricted to cars registered up to 1970. Cars come to this that are rarely seen at shows. The stall holders are mainly local people who have been involved for years and there are no trade stands. The whole event is run for various charities and the atmosphere is extremely friendly and welcoming. The highlight of the afternoon is the Lady and Gentleman vehicle competition. Entrants are in various classics and dress up according to the vintage of their car. They go to great lengths to appear authentic - even to the contents of their handbags in most cases. It is most entertaining to see them and hear any history of the car and ownership. Apparently one lady came over from France to see them for quite a few years and this year they asked her to judge - quite an enormous task! There were four Amazons and two P1800s there this year - last year I was the only Volvo.

This coming Sunday is our annual outing to Cranleigh – so I will report on that next time. I have no firm date for our 2020 visit to Raystede because they are trying to sort out a previous booking they have. More of that when I know.

OUT AND ABOUT

O C T O B E R

Nottingham Trent Valley Wednesday 2nd

Noggin & Natter, Ye Olde Bridge Inn, Oxton, Notts. NG25 0SE. 8.00pm. Contact Sec for confirmation of venue.

Midlands

Tuesday 8th

Noggin and Natter , Unicorn, Orton-on-the-Hill, CV9 3NN. 7.00pm if dining, 8.30pm if not.

Portsmouth

Thursday 10th

The Golden Lion, The High Street, Southwick. PO17 6EB, from 7.00pm.

Suffolk & Essex

Sunday 13th

Classic Vehicle show, Suffolk Aviation Heritage Museum, Old Radar Station, Foxhall Road, Kesgrave, Ipswich, IP3 8JU. 10.00am onwards.

Cheshire

Monday 14th Bleeding Wolf, Scholar Green, ST7 3BQ 7.30pm

Hertfordshire

Monday 21st

The Round Bush public house, Round Bush Lane, Aldenham, near Watford, Herts WD25 8BG. 7.30pm onwards.

Sussex

Wednesday 23rd

The Castle Hotel, Bramber, West Sussex. BN44 3WE, 7.30pm onwards

Scottish Sunday 27th Crieff Visitor Centre, Muthill Road, Crieff PH7 4HQ. 1.00pm.

Kent Monday 28th

The Moat, Wrotham, TN15 7RR. 8.00pm.

N O V E M B E R

Midlands

Tuesday 5th

Noggin and Natter , Appleby Inn, Appleby Magna, DE12 7AP. 7.00pm if dining, 8.30 if not.

Nottingham Trent Valley

Wednesday 6th Noggin & Natter, Ye Olde Bridge Inn, Oxton, Notts. NG25 0SE. 8.00pm. Contact Sec for confirmation of venue.

Suffolk & Essex

Sunday 10th The Rose Inn, The Street, Shotley, Ipswich, IP9 1NL. 11.00am

Cheshire

Monday 11th Dealer Night, Holdcroft Stoke, Leek Road, ST1 6AT – contact secretary to book. 7.30pm

Portsmouth

Thursday 14th

The Golden Lion, The High Street, Southwick. PO17 6EB, from 7.00pm.

Hertfordshire

Monday 18th

The Round Bush public house, Round Bush Lane, Aldenham, near Watford, Herts WD25 8BG. 7.30pm onwards.

Kent

Monday 25th The Moat, Wrotham, TN15 7RR. 8.00pm.

Sussex

Wednesday 27th The Castle Hotel, Bramber, West Sussex. BN44 3WE, 7.30pm onwards

D E C E M B E R

Nottingham Trent Valley Probable Christmas meal – Contact Sec for details.

Suffolk & Essex

Sunday 8th The Rose Inn, The Street, Shotley, Ipswich, IP9 1NL. 11.00am

Cheshire

Monday 9th Christmas meal – Contact sec to book.

Portsmouth Christmas meal – Contact sec to book.

Midlands

Sunday 15th Christmas meal – Contact sec to book.

Hertfordshire

Monday 16th The Round Bush public house, Round Bush Lane, Aldenham, near Watford, Herts WD25 8BG. 7.30pm onwards.

Kent Monday 9th or 16th Christmas meal – contact sec to book

VOC C&C Section Volvo Owners Club-Camping and Caravan Section. Northern Group Rallies

October - 24th to 29th End of Season Rally

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Any queries please contact: Andrew Clayton 07776 511581 voc@claytons.info

December – 30th November Christmas Meal

6.30pm. The Cheswold Lodge. Caravans welcome from Thursday 28th at Doncaster Leisure Park, Herten Way, Bawtry Road, DN4 7NW, leaving Monday 2nd. Premier Inn, Doncaster Central East is also bookable. Members attending have free access to the museum exhibits during normal opening times. Any queries please contact: Andrew Clayton 07776 511581 voc@claytons.info

FOR SALE AND WANTED

Send your sales and wants, ready typed to Mike Edwards, address on page 4, or email salesandwants@volvoclub.org.uk

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800 SERIES

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new water pump, AC completely overhauled new compressor and dryer etc, seats completely refurbished, all electric and heat and memory, new windscreen, PCV system replaced, engine fully serviced all compressions good runs smoothly, pulls as it should, SS exhaust fitted (Cat back), antiroll bar, steering rack, drive shafts overhauled, door cards refurbished, headlights upgraded (originals come with the car), wheels refurbished, full repaint to original spec and more. Contact 07725 980409 or jfa.impact@gmail.com to discuss details.

60 SERIES

S60 It has a full year's MOT and is in excellent condition. It is a factory fit Bi- fuel model, gas and petrol. It has 68,000 miles on the clock. I am looking for the best offer price wise. Interested parties can get in touch. **Contact: barriebayes@gmail.com**

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All items listed as received, not in alphabetical order. Wanted throttle cable for a 850. Part no 9445234 or 9445235 either will do. Contact: 07935 966976

PARTS FOR SALE

All items listed as received, not in alphabetical order.

120 Amazon. Pair of front adjustable shock sbsorbers. Were on the vehicle for less than 1,500 miles. £35.00 pair plus carriage if not collected. **Contact: Graham Wilson 01920 821769 or grahamhwilson@ hotmail.co.uk**

1800ES. Front radiator grille surround complete with correct plastic radiator grille. Grille was

cracked and been repaired. £125.00 the pair, Have you seen the new prices? Plus carriage if not collected. **Contact: Graham Wilson 01920 821769 or** grahamhwilson@hotmail. co.uk.

Load cover works £65. Alarm working new battery fitted £50. Radio SC 805 CD+ TAPE with code £60. **Driver's** window switch RHD £50. Heater fan motor with fan £30. Dash top black £20. Instrument panel [binnacle] £30. **Driver's** power seat [base only] Fuel level sender's £20. 1 V70R + 1 V70 classic £10 each. Brake master cylinder, with new seals and reservoir £40. Grills 1 blue badge + 1 with black badge £10 each. **One** egg crate grill NO badge £10. Auto rear dipping mirror very rare comes with plugs wire and fitting instruction £60. Driver's and passenger door cards no rips £25 each. Battery hold down clip £8. Coolant expansion tank with sensor and cap £20. Contact: Tom 07701 373376 or dvnsmf @gmail.com



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